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日七念月六年二統宣

HONGKONG, TUESDAY, AUGUST 2ND, 1910.

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[a34-1

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In Casks 375 lbs. net \$5.50 per cask ex Factory

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7.30 a.m. to 10.00 a.m... Every 10 minutes.

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Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

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1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

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Complete with all Accessories for Billiards and packed for Shipment,

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#### TRAMWAYS PEARSON'S HYCOL LIMITED.

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer. Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water. PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

# Pearson's Saponified CRESOL

PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.

5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strengths of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a Genuine Disinfectant Fluid.

& CO., LTD., SOLE AGENTS for HONGE. SOLE AGENTS for HONGKONG. For Pearson's Antiseptic Co., Limited

[a1135 ...

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#### WEISMANN'S COFFEE

AND GROUND PREMISES DAILY.

In ½ lb. and 1 lb. Tins.



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A1, A.B.C., Western Union, and Engineering Codes used. Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Contrafic Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI: \_\_Telegraphic Address: "DOCK" NAGASAKI.

Breadth at Entrance Depth of Water on Keel-Blocks. Length on Keel-Blocks. on Bottom. 3 Dry Docks No. 1 714 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Floating Docks.

Lifting Power 7,000 Tons. 12,000 Tons Max. Length of Ship taken in " Breadth

... Draft The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tens. The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

### INTIMATIONS

NOTICE.

THE Public is hereby informed that KO PAT SAN (巨 病 島), formerly Assistant Seller in the Firm of YEE MEE & Co., of 101, Jervois Street, Hongkong, is no longer in their Employ. The aforementioned Company will not be responsible for any debts he may contract on their behalf after This Date. Hongkong, 28th July, 1910.

IN THE MATTER of the COMPANIES ORDINANCE, 1865,

IN THE MATTER of the VIENNA CAFE Co., LTD. (In Liquidation).

DIVIDEND OF \$17 PER CENT.

NTOTICE IS HEREBY GIVEN that a FIRST and FINAL DIVIDEND of \$17 PER CENT. has been declared in this matter, and that the same may be received at the Office of Messrs. Lowe, BINGHAM & MATTHEWS, St. George's Building, Hongkong, on the 3rd day of August, 1910, or any subsequent date between the hours of 10 A.M. and 1 P.M. On applying North Bonneo from 1st JANUARY, 1911, as for payment Creditors must produce NOTICE posted to them together with Security held by them (if any).

A Statement showing the amount available for Unsecured Creditors has been posted to those Creditors whose claims have been A. R. LOWE, C.A.,

Liquidator. Hongkong, 27th July, 1910.

HONGKONG JOCKEY CLUB.

FEMBERS wishing to subscribe for Subscription Griffins for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910. By Order,

T. F. HOUGH, Clerk of the Course. Hongkong, 25th July, 1910.

VIENNA CAFE CO., (1910) LIMITED (RECONSTRUCTED).

> QUEEN'S ROAD CENTRAL, (Opposite Post Office.)

FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, DICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c. AN EXTENSIVE MODERN BAKERY A FRENCH CHEF.

Hongkong, 23rd July, 1910.

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WANTED.

TN a Solicitor's Office, a STENOGRAPHER and (male or female). Good Salary. Care of "Daily Press" Office. Hongkong, 30th July, 1910.

HONGKONG CIVIL SERVICE CO-OPERATIVE SOCIETY, LTD.

ATANTED, MANAGER, with experience in Provision and Dry Goods Store. Salary and Commission. Apply in writing or personally to the-

CHAIRMAN, Care of MR. G. J. B. SAYER, 19. Queen's Road Central. Hongkong, 30th July, 1910.

## STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

ENDERS are invited for the lease of the REVENUE FARMS in the STATE OF set out hereunder :--Tenders will be received at the Office of the

Government Secretary, Sandakan, up to 12 o'clock NOON, on the 1st day of OCTOBER, 1910, for the purchase of the exclusive privileges of the Forms enumerated below for a period of 1, 2 or 3 years, commencing on the 1st JANUARY, 1911. The Farms above referred to are the OPIUM

SPIRIT, GAMBLING, and PAWNBROKING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at th Office of the Government Secretary, Sandakan, or of Messre GUTHRIE & Co., Singapore and Penang, or of Mesers. GIBB, LIVINGSTON & Co., at Hongkong. The retail rates for Chandu fixed by Govern-

ment for the Opium Farm for 1911, 1912 and 1913 are those specified below, viz.:-For every 3 hun packet ... ... \$0.14\frac{1}{2}

3 chi receptacle 1.45 4.80 Hongkong, 21st Jane, 1910.

OF AS MANY CENTS By the Use of

VINHOUSANDS OF DOLLARS ARE

A SAVED BY THE EXPENDITURE

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns. Prospectus samples and all information from

the General Agents, SIEMSSEN & Co. (Machinery Dept.), Hongkong.

#### HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel

Residents. Electric Lifts to each Floor. Electric Lighting and Fans. Telephones on every Floor. Every Comfort. Ladies' Afternoon Tea Rooms. Ladies' Cloak Rooms.

Matron in attendance. CHARGES MODERATE, AND NO EXTRAS. A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Affernoon Tea-Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout, Electrically Lighted: Electric Fans (if required).

Electric Passenger Elevator to each floor. Table D'Hôte at separate tables. For Terms, &c., apply to the

MANAGER. Hongkong, 24th July, 1905.

### ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CITUATED in the most central position Large and Airy Rooms. Hot and Cold Water Baths. Gas and Electric Jight. Cuisine entirely under European Supervision.
Private Bar and Billiard Rooms. Monthly
Rates for Tiffin and Dinner. Terms moderate.

TREDERICK REICHMANN, Proprietor and Manager, (late Manager of J. Lyons & Co. (Trocadero)

leading Caterers in London, and of the GRAND OBIENTAL HOTEL, Colombo). TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT," Hongkong. Hongkong, 16th April, 1910.

## "BRAESIDE."

PRIVATE HOTEL. CTANDING in its own grounds with Tennis Well Furnished Rooms, every home comfort Fine View of the Harbour.

Telephone, No. 690. Apply to- MRS. F. W. WATTS. "Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907.

#### (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous for few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque cciony of Macao.

Macao is 40 miles south-west of Hongkong Two steamers (s.s. Sui An and Sui Tai) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address-"BOAVISTA." For Terms, apply to

THE MANAGER

#### VICTORIA HOTEL SHAMEEN-CANTON. MANAGER-MR. H. HAYNES.

Telegraphic address-"VICTORIA, SHAMEER." SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL Telegraphic address - "FARMER, MACAO."

SHUATED IN THE CENTRE OF PRAYA GRANDS Both Hotels electrically lighted, and under experienced European Supervision. GUIDES AND CHAIRS PROVIDED. Every information and Special attention given to Tourists.

REASONABLE RATES. WM. FARMER **▲1623**] Proprietor

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Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS. TUST Received a Selection of POSTAGE STAMP CATALOGUE, FOR 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Moveable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, &c., &c. Inspection Invited. At the Magistracy yesterday, before Mr.

J. R. Wood, the Colonial Treasurer, Mr.

Before Mr. J. R. Wood at the Magistracy

yesterday Detective-Sergeant Appleton charged.

pleaded guilty and was ordered to pay a fine of

was stolen from Miss Hailes, an artiste at the

Victoria Cinematograph. On Sunday two

Chinese were arrested on suspicion of being

concerned in this larceny, charged before Mr.

E. R. Hallifax at the Magistracy yesterday,

Magistrate at Shanghai has not yet been decided

it is thought the matter will be decided in a day

or two. Members of the Council have been

On Saturday night two coolies quarrelled on

Two Chinese were charged before Mr.

second man was then charged with being in

unlawful possession of a spanner, was found

LAWN TENNIS.

The Buffs' Kowloon Tennis Court, when Cr.

125 MUTINY VETERANS.

TRAGEDY AT AN HISTORIC GATHERING.

There was a gathering of veterans of the

Sixty-five indoor pensioners and sixty officers,

Indian Mutiny at Chelsea Hospital on July 6th.

who fought through the darkest days of the

history of the Indian Empire, assembled in

front of the main quadrangle, and were photo-

graphed as they sat in a terrace constructed out

Three Field Marshals-Lord Roberts, aged

seventy-eight years; Sir George White, seventy

five years, and Sir Evelyn Wood, seventy-two

years-sat in the front row. Sir Charles Elliott

-who, though formerly in the Civil Service, had

Most of the Chelsea pensioners have been in

"By a coincidence," said the secretary of the

"The occasion had its origin three years ago.

Among the group photographed was a grey

bearded veteran, Colour-Sergeant Well. Soon

afterwards he complained of feeling nuwell

and died. He had suffered from heart disease.

He had always given his age as eighty-four

years, but in the regimental books he appears

"HEATHEN ENGLAND."

Army and have seen every nation and every

army in the world worth looking at, I have

never seen in any part of the world at any time

or place women so broken down, so hopeless, as

I have seen them in this district. Yet we talk

about heathen ruces and savage countries, and

This outburst was made by Surgeon-General

"I am no parson (he continued); I speak in

the name of science. Motherhood is everything.

The woman is supremely sacred. I see women

everywhere drinking in your pot-houses. I

never saw it in any land as in England, and I

have been all over the world. Where is the

dignity of motherhood? The day will come

when no woman will be supplied with drink. It

"A hundred thousand cases of cruelty to

is like selling the pass word on the battlefield!

children in this country last year! And

day is coming when we shall be civilised."

India I have seen the Buddhist's children splen-

didly cared for, and in writing of Japan I have

"Though I have served forty years in the

hospital to an Express representative,

of successive tiers of seats.

of age; none was under seventy.

that the event is due.'

as two years younger.

who is the governor of the hospital.

Sikhs recently charged before H. B. M. 1

busy lately with the bank crisis.

prisonment.

and remanded for a week.

# WATSON

LIMITED. ESTABLISHED A.D. 1841,

CIGAR MERCHANTS TOBACCONISTS.

## CIGARS

quisite of a Cigar. Our Warehouse Cigars, and in the Dispensary itself the same idea is carried out on a is an earnest of the intention to secure to smaller scale by the installation of Viadivostok, its strategical and economic drying cupboards.

Any Cigars purchased from us have therefore the advantage of being in of satisfaction. Compared with German FINE CONDITION.

Brands, as well as the following, ninety per cent is ordered in Hamburg by which are Manufactured solely for the agents of German firms in Vladivostok

An exquisite smoke.

EL TAMARINDO, GRAND

ROYAL. - PER BOX OF 50. \$4.00 A very fine Cigar.

### A.S. WATSON & CO.. LIMITED,

ALEXANDRA BUILDINGS.

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one side of paper only. No anonymously signed communications that

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Telegraphic Address: PRESS. Codes : A.B.C. 5th Ed. Lieber. P. O. Box., 34. Telephone No. 12.

DEATHS. On July 26th, at 29, North Szechuen Road, WILLIAM MCKEE (Standard Oil Co.), aged 37 On July 26th, Shanghai, at 3, Ynhang Road, THOMAS WILLIAM KINGS MILL, aged 73 years.

Hongkong Office: 10a, Des Vœut Road C LONDON -OFFICE: 131, FLEET STREET. EC

Hondkond, August 2nd, 1910.

THE first consular report on the trade of Vladivostok has lately come to hand, and as comparatively little is known as to what is happening in this northern port the remarks of Mr. Vice-Consul Hongson have in cousethe part of British traders, and reveals their inability to recognise certain conditions essential to success in business in competition with other nationalities. The complaint "is not ventilated for the first time. From all parts of the world the same tendency to adhere to old-fashioned ideas, the same difficulty of adapting themselves to new conditions, the same apparent incapacity of meeting new methods, has been deplored, and, while it is admitted that Tariff Reform would give them a certain amount of encouragement which they do not at present onjoy, the advice which Kine George gave when he was Prince of Wales on returning from a tour in these memorable words, "Wake up, England," applies to-day with as great, if not greater, force than when delivered by the Royal traveller.

The trade of Vladivostok has from its Japanese coolie. earliest times been very much in German hands. At the present moment, says Mr. Hongson, "of the large general stores which do the bulk of the trade here, the majority are German, while it would certainly be no exaggeration to say that, of the total imports into Vladivostok exclusive of food-stuffs, at least three-fourths were, at all

events up to the abolition of the free customs tion held at San Francisco a resolution was zone, of German manufacture." Up till passed denouncing the proposed annexation of Kores by Japan, and messages of protest were this point, there was no tariff to foster cabled to the Emperors of Korea and Japan. Russian trade, but the lesson was too obvious not to be learned, and some modifications have been introduced, with C. McI. Messer, charged a Treasury shroff result that two or three houses which named Li Kon Hing with embezzling a sum of formerly controlled the market now to face competition. As was only to be \$129.41. The case was remanded pending an examination of the books, and bail was fixed in expected, trade has been depressed since the sum of \$1,000. 1906, and as it coincided with the commercial crisis in the Far East generally no great improvement has been possible. However, at No. 49, Temple Street, Yaumati. Defendant there is reason to believe that the worst is over, and that business, having returned t normal channels, will now continue to develop on a more substantial basis than before. "The settlement of the vexed question of the re-imposition of the customs," adds the Vice-Consul, "cannot but have a CONDITION is next to tranquilising and steadying effect upon QUALITY, the most essential re- commerce generally, while the fact that the Government is again devoting large sums in Stanley Street contains specially to the erection of buildings and fortifications fitted Drying Rooms for Maturing the town, since it not only sets very considerable sums of money in circulation but

Yesterday, August bank holiday, was Turning to the British share of the local trade, it cannot be regarded with any degree departments as well as most European firms in the Colony. Sport was in the ascerdant, imports, those from Britain cut a very votaries of all forms taking advantage of the beautiful weather to make the most of a day of pitiable figure, but, to make matters worse, recreation, while bathing picnics and excursions of the little British trade that exists fully were numerous. the second floor of 35, Wellington Street, and It is obvious that as long as this state of in the course of the fight one man seized a affairs continues, the British share of the chopper, drove it into his opponent's left thigh LOLITAS - PER BOX OF 50. \$5.50 trade of the port is not likely to become and nearly severed three fingers from his left very important. Cloths, cotton goods, and hand. The man who used the chopper was hosiery have hitherto favoured British arrested by an Indian constable, charged before manufacturers, but now they are being Mr. J. R. Wood at the Magistracy yesterday assailed by cheaper articles from Russia and remanded until the injured man comes out and from Germany. The reasons of hospital. for the insignificance of British trade here are due to the fact that no attempt J.R. Wood at the Magistracy yesterday with was made in the earlier times to gain stealing a quantity of cable from the railway works. The first defendant told his Wora footing, and firms of other nationship that he bought the cable from the second, alities, foreseeing the development of the but the story of the second was that the first country, were able to consolidate their defendant stole the property from No. 5 tunuel position. Here again we note a complaint and he was looking for him to arrest him. The which has been made against British traders second man was discharged, and the first over and over again. Mr. Hondson says: sentenced to fourteen days' imprisonment. The Local traders and merchants are used to dealing with German exporting firms and have always found them willing to fall in with their methods, to quote with Russian term. weighte and measures and to send catalogues All letters for publication should be written on and pamphlets printed in the Russian language." Warnings apparently are unand already appeared in other papers will be heeded, and in consequence British trade suffers. Good service is rendered by the British Vice Consul, who endeavours to rouse British traders from the apathy with to one. which they regard this country, and seeks to show its great possibilities. In analysing the reasons for British traders not making an effort to obtain a share of the trade at Vladivostok, he suggests as a possible explanation "that the big British firms established in the Far East have found till recent times the Chinese and Japanese trade sufficiently remunerative to occupy all their energies. and, in the second place, "that they have held aloof on account of the general spirit of ignorance and mistrust with which they seem from time immemorial to won the Indian Mutiny medal-was also in the have regarded things Russian. Into the origin of this feeling it would be unprofitable to go, but that it is unreasonable is proved by the excellent results obtained by German traders." These explanations are doubtless very true, but they are far from flattering, and if anything were calculated happened on the birthday of Sir George White, quence a special value. Candidly, the report to rouse British enterprise surely it would furnishes rather depressing reading for the be these words: "Undoubtedly the opening when the late King held a levee of officers who Briton. It illustrates a lack of enterprise on up of business relations in Russian territory suggested that this larger group should meet requires special experience and knowledge of and be photographed. It is to General Graham Russian trade methods and traditions, which British Far Eastern firms do not possess, but it is somewhat remarkable that not one of them has taken the pains to try to acquire these." Fortunately the report is not entirely pessimistic. A change of attitude has become discernible, and if something has been done to show that British trade can be fostered there and that foreign capital

> call this God's England!" Evatt, during a speech at the opening of the extension of Claremont Mission Hall. Canonbury.

can be remuneratively invested in the

development of the country, Mr. Honoson

will deserve well of his countrymen.

A sensation has been created in Manila by the appearance of a Japanese ricsha pulled by

The latest number of The War Cry has as frontispiece an illustration entitled, "The Salvation Army helps young Japan."

The Hongkong interport swimming team will arrive in Shanghai about the end of August, and it has been decided that the Interport Gala will be held on September 1, 2 and 3.

TELEGRAMS. At a meeting of the Korean National Associa-

> [Protected by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE TOYO KISEN KAISHA AND THE PACIFIC MAIL CO.

Tokto, August 1st.

The Toyo Kisen Kaisha have given Chinese with selling Sanpui lettery tickets six months' notice to the Pacific Mail Steamship Company of their intention and reported on the northern section of the to terminate the existing working \$500, the alternative being three months' imagreement. Some months ago jewellery valued at \$310

CHINA AND TIBET.

PEKING, August 1st. China is thoroughly cognizant of the danger which lies in the possibility of much to the knowledge of the ethnography The question of dealing with the eighty the Tibetans attacking British trading lagencies, owing to the chagrin which they feel at Great Britain's stern refusal by the members of the Municipal Council, but

The Tibetans are still etrongly agitating for his restoration, observed as a holiday by the Government China is seriously debating the advisability of concurring, as the only means of tranquillizing the Lamaists.

If China accedes to their request, a British force may escort the Dalai Lama to Lhassa.

BEUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

AND STATE IN SPAIN.

London, July 31st. The Spanish Ambassador to the Vatican has been recalled.

The Vatican, in a semi-official communication, declares that this recall by a Committee of whom Mr. Kingsmill was shows the Premier's programme means war, which he will certainly get.

London, August 1st.

Replying to many telegrams for support from Spanish clericals, the guilty, and was sent to prison for a similar Pope has wired stating that amid-his grief at the Government's action he will be stimulated by the numerous expressions of Christian faith and within a few months of his demise.] A very successful tennis tournament was valour which he has received. His brought to a conclusion on the Sergeants' Mess Holiness implored the continued sup-Sergt N. Catchpole and Mrs. Kelly defeated port of the clergy, and sent his bene-Q.M.S. Smith and Mrs. Andrews by two sets

> The message is regarded as declaration of war.

TURKEY WANTS TO PURCHASE GERMAN BATTLESHIPS."

London, July  $\overline{31}$ st.

The Berlin "Tageblatt's" correspondent at Constantinople reports that Turkey is negotiating for the purchase of the German battleships "Brandenburg" and "Friedrich Wilhelm," both of which are twenty India, but only those who were the medal were allowed to take part in this commemorative years old, as Great Britain declined The oldest of the group was eighty-five years to sell any of her warships.

GERMAN SOCIALIST VICTORY.

London, July 31st.

At a bye-election for the Reichstag. for the electoral division of Stuttgart, which has hitherto been held by a National Liberal, a Socialist has been returned by an overwhelming majority.

RACIAL RIOTS IN AMERICA.

London, July 31st.

Serious racial riots have occurred Anderson County, Texas, in which twenty negroes have been might become a hostile one. For that reason

Troops have been despatched to endeavour to restore order.

THE DALAI LAMA.

London, August 1st. reliable authority that the Dalai Lama is deeply chagrined at Britain's policy, called it the land of happy children. But the Peking.

MR. T. W. KINGSMILL.

It is with deep regret that we (N.-C. Daily News) have to announce the death of Mr. T. W. Kingsmill, who for many years has been looked upon as one of the greatest living authorities on things Chinese and the history of the intercourse of foreigners with the people of this Empire. Mr. Kingamill had been ill for some months and recently he was in the General Hospital suffering from an affection of heart, but a fortnight ago he was removed to his home, where he passed away shortly after six c'clock lust evening (July 26). Thomas William Kingsmill was a civil en

gineer and architect. He was born in 1837 English parents who had settled in Dublin He was educated privately and when he came to China as a young man he was engaged in exploration and surveying work and especially in geological research. In 1887 he surveyed Imperial Canal, which had been dislocated by the course of the Yellow River; but owing the obstructive policy of the Peking Government, controlled largely at that time the late Li Hung-chang, the recommenda-tions which he made in the report were never carried out. Subsequently Mr. Kingsmill engaged in exploration of coal fields in Shangtung and Szechuan provinces, and made a special study of the ancient literature and history of China, on which he was acknowledged authority, and he contributed of Central Asia in prehistoric times. Kingsmill was a prolific writer and the foreign ers of China as well as the scientific journals of the West profited much by his knowledge of Asia and the Chinese. Beside this he read many papers before the North China to assist in restoring the Dalai Lama. Branch of the Royal Asiatic Society, of which he was Vice-president at the time of his death, and to which he has left one hundred and | and twenty volumes from his valuable library, including a Chinese dictionary. Mr. Kingsmill was always listened to with great respect when lecturing or speaking on any of the topics of which he was known to be a master, and they were many, and it would be impossible to enumerate the many subjects on which he has contributed much valuable knowledge to the members of the Asiatic Society through its

It is interesting to note that in 1870, when there existed in Shanghai in the form of volunteers only what was known as the "Rifle Club," after the massacre at Tientsin, meetings were held with a view to resuscitating the Shang. hai Volunteer Corps and it was at one of these meetings that Mr. Kingsmill proposed that the V.R.C. as previously existing be resuscitated, and that the members of the Rifle Club be invited to form No. 1 Company. The resolution was carried and the Municipal Council accepted, the responsibility for the cost of the necessary

Mr. Kingsmill was also connected with the building of the first Woosung railway line, which was afterwards torn up. He was also concerned in the discussions on the Land Regulations and the formulation of amendments to them. Certain alterations were effected in 1872-4, and in 1875 there was a special report the last survivor

In Freemasoury Mr. Kingsmill was a Past Deputy District Grand Master of the Northern Lodge of China; and it was characteristic of him that during his last moments of consciousness he was considering the welfare of another. To Mr. G. Lanning, who was with him, he spoke of an orphan child of a deceased Mason whom he was anxious to see placed in a Masonic School in the Homeland and he expressed the hope that his wish with regard to this child would be fulfilled.

[Deceased was a regular contributor to the columns of the Hongkong Darly Press til

PARALYSING AN ARMY.

MR. HEWLETT'S ASTONISHING PLAN TO PREVENT WAR.

Some strangely warlike speeches were made at the meeting of the International Arbitration and Peace Association, held recently at Caxton Hall. Westminster. Mr. Maurice Hewlett, who presided, was the first to cause astonishment by suggesting the declaration a general strike by the organised workers Europe as a preventive of proposed war.

War scares might come upon them at any minute, said Mr. Hewlett, and of all immediate preventive measures that he knew there was only one worth consideration. Speaking plainly, the issue depended upon the fathers and brothers of those who could make army corps mere lumber. He would suggest that organised labour, all over Europe, should, upon the threat of European war, threaten a general strike. They would thereby paralyse any army and prevent it taking the field. The general strike was undoubtedly the most

dangerous and terrible weapon at the disposal of the organised workers, and he believed the mere threat of it would be enough to paralyse the financiers, who were the real war-makers. was, at any rate, the only remedy that suggested itself to him for making war impossible. working classes had all to lose and nothing to

gain by war, for victory as well as defeat made their country bankrupt. Sir Frank Lascelles addressed the meeting. explaining that he had been invited to say something as to the relations between the German nation and ourselves. Having been Ambassader of the Crown for a number of years,

he declared, he had naturally tried, maintaining and supporting the interests of his own country, to conciliate the people of country to which he was accredited. But had found it difficult, owing largely to distrust that existed on both sides of the North Sea. That distrust was chiefly due to misunderstanding, and it must be a portion of the work of the society to remove that misunderstanding. If he were a German, the speaker continued, he would wish his country to have great float for the protection of her commercial, industrial, and colonial interests. But a great many people in Great Britain believed that the German fleet was only built as a menace to England. He did not believe that. But he admitted the possibility that one day that fleet we must have a fleet sufficiently strong to prevent even that remote possibility.

Resolutions were carried urging the establishment of a Press Bureau for the circulation of authentic news on international questions, and condemning the sgitation for the introduction into this country of compulsory military service.

The Sultan of Sulu, overlord of the southernmost chain of islands in the Philippine Archipelage, has left his sultanate, and is on It is reported from Darjeeling on his way to the United States, vid Europe to sell a collection of pearls, valued at £50,000. His Highness, who is a Mahommedan, gained notoriety five years ago by offering his hand to and has resigned the idea of going to Miss Alice Rossevelt, ex-President Rossevelt's daughter, now Mrs. Nicholas Longworth.

A GRIM PICTURE.

FRENCHWOMEN'S AWFUL FATE IN CHINA

One of the most sensational pictures in this year's Salon des Artistes Français has been the striking work by M. Chabannes la Palice called "Les Boxers." It has caused a great deal of curiosity and speculation amongst the crowds which daily have passed before it. What did it mean? What was the story? Who were the two women who stood shricking there with terror in the dirty little cell? And whose was the severed hand, held out towards them on a lance by the three villainous looking Chinese who stand in the doorway mocking their agony? All Paris has been wanting to know the story. The legend at the foot of the picture has only just given a sufficient clue to the tale of horror to make everybody who has seen the picture

want to know the whole story. The inscription "They had not the time to gain Tientsin. Surprised by a band of Boxers, Monsieur X. was at once massacred. His wife and her sister. exposed to the insults of the miscreants, were subjected on the following day to the worst outrages before they were massacred in turn.-Courrier de Saigon, 1899.

The picture has an interest for England, because it will probably be exhibited at Liverpool at the Walker Galleries from October to January next for the annual exhibition of modern art, M. Chabannes la Palice having already been invited by the committee to send it. The only man who was likely to be able to tell me the whole story of the picture was the artist himself, and so I called on him at his villa at Neuilly. itst outside Paris, to get him to tell me all about M. la Palice is a well-known portrait painter, but only exhibits one picture a year at the Salon. The appearance of "Les Boxers" there this year is more or less accidental.

"I really know very little more about the actual facts of the case," the artist said to me. "than is suggested in the inscription on the picture. I have never been out to China, and it was quite by accident that I noticed the little paragraph I quote from the Coursier de Saigon. It was at the time when the world was very much interested in the Boxer rising, and when I read this bald account of the death by torture of three French people the picture instantly leaped to my mind, and I determined to paint it.

"I only remember that it was the story of a Frenchman and his wife and her sister, who left Peking before the attack on the Legations, and tried to reach Tientsin. The account of their death gave no names, and merely recorded the fact of their capture, torture, and massacre. But what facts there were were authentic enough, and as I found out later the incident was well-known in the East.

"When the picture was finished I had no intention of sending it to the Salon. I had done it simply as a study, and regarded it as a bit too 'Grand Guignol' for exhibition. But one day M. Roybet, the well-known painter. came into my studio and was struck by the picture. He was amazed when I told him I did not intend to exhibit it, and it was owing to the insistence of him and other friends that

eventually did so. THE SOLDIERS' REVENCE. "Not long after this Marquis the General de Coutés paid me a visit. As soon as he saw the picture he asked me if it was not founded on the very incident which I had read of in the Courrier de Saigon. He had been engaged in the suppression of the Boxer rising, and knew all about it. As a reprisal for this act of barbarism the French soldiers were allowed to pillage a pagoda—that was the way the General put it anyhow-and the curiosities and objets d'art which the soldiers took are now in the Museum of Decorative Arts in Paris. Unfortunately the General did not remember the names of the three French victims, and promised at the time to have the story looked up and give me all the details. But, as happens

with these things. I have never received them. " I painted the picture as I first imagined it; the two women being made to gaze on the severed hand of the murdered Frenchman before they were in turn outraged and put to death I imagined five types in the picture The sister who is kneeling is shricking out aloud in her terror. The one standing is calmer; just gasping with horror. As to the three China. men, the one kneeling is the 'bourrann,' a savage wild beast on all fours, delighting in the terror of the women. The one leaning forward is the 'sadique, ' an obscene creature, delightingin the idea of the tortures the women are soon to undergo. And the man holding out the hand on the lance is the 'gouailleur,' a humorous ruffian making jokes.

There is only one thing which will prevent the picture going to Liverprol, and that is if it is purchased within the next month or so. The price M. Chabannes la Palice is asking for it is £1,000 .- Daily Sketch.

PRINCE ARTHUR OF CONNAUGHT ON JAPAN.

A banquet in honour of Baron Oura, Minister of Agriculture and Commerce of Japan and President of the Imperial Japanese Commission, was given at the Japan-British Exhibition on July 7th. Prince Arthur of Connaught (Hon. President of the Exhibition) was in the chair. and there was a distinguished assembly. The Chairman, in giving the health of Baron Oura, said that Japan had taken a share in every International Exhibition during the last forty years. At St. Louis in 1904 her display of industry and culture provoked scarcely less admiration than the display she gave to an astonished world of her military strength and efficiency in Manchuria But nothing Japan had ever done approached in completeness the attempt which she had made to afford them an opportunity of studying her arts and industries and her economic development and progress in modern civilisation as in that Exhibition. It was an object-lesson that Japan was now prepared to enter into friendly rivalry with the nations of the West and take rank with them in the commercial enterprises which linked up the East and the West and furthered the peace of the world. England was among the pioneers in recognising the dignity of commercial enterprise, and Japan had shown that she equally prepared to recognise its value. While cordially welcoming Japan this happy rivalry they sincerely trusted that, whatever her success in the modern developments of life, her workmen might never the delicate handicraft which was characteristic of the race. In that there could be no rivalry. In responding, Baron Oura said it was Japan's experience that whenever they participated in a foreign exhibition their foreign trade in the following year greatly increased. The Duke of Montrose proposed " Permanent Friendship and Prosperity to the Commercial

Relations between the Two Island Empires, which was supported by Sir John Cockburn and M. Yves Guyor. Prince Tokugawa replied.

H. M. cruiser Proserpine, of the East Indies | fleet, arrived at Plymouth on July 2nd with her paymaster, two stokers and a seaman in a critical condition through an attack of beri-beri contracted in the Persian Gulf. Other men on board are believed to be suffering from the same disease, and they have in consequence been placed under surveillance.

#### SHIPPING NOTES.

There is a prospect of trouble in the Austra-Lloyd Company notify that, commencing in of 45,000 tons, and the new Hamburg American October next, they propose to out the rates for liner is to be just a little larger. The 30,000 voyagers proceeding by their steamers from | ton ship is, therefore, not in sight at present, Southampton to Commonwealth ports. They, although the Cunard Company may have someand the Orient companies, at present charge | we have been told to expect the 1,000ft ship. £65 to £75 first cabin, and £38 to £42 second cabin. At the date named, the German company will reduce the figures to £60 and £35, respectively. The reason is quite simple. Of late years the Peninsular and Oriental and the -Orient Lines have been putting into their Australian services new and luxuriously be questioned if even the 1,000ft. limit is likely equipped steamers of 11,000 and 12,000 tons The German company in these circumstances maintain that their steamers ought, by agreement, to be entitled to charge somewhat lower rates for passengers than those of the lines named. Apparently the British companies do not see things in that light. They class their mail steamers with those of the Norddeutschor-Lloyd and the Messagories Maritimes, and contend that on all muil lines the fares should be the same, and somewhat higher than on non-mail vessels. As against this it may be stated that on the North Atlantic the grading of passenger steamers is not determined by such a consideration, but in relation to the character of the steamers. The British companies seem to have no objection to the German company putting on ligger steamers in their Australian service if they wish to do so. It seems that Herr Heineken, directorgeneral of the Norddoutscher-Lloyd, is now in Australia, so that, he should be well able to judge of the effect of the new Peninsular and Oriental and Orient boats on his company's Bervice from Southampton, and the need of a competitive fare. If the Germans insist on the proposed cut in rates the British companies would, presumably, have to follow suit. But as a timely intimation has been given, it is possible that an accommodation will be arrived at, and a rate war avoided.

in the annual report of the International Mercantile Marine Company to the early advent of the new White Star liners Olympic and Titanic. The opinion that these mammoth vessels will make a successful appeal to the travelling public is no doubt well founded. The experience of the Lucitania and the Mauretania is, indeed, sufficient proof. These much bigger ships are certain to excite extraordinary interest, even if in point of speed they do not aim at equalling the Cunarders. Regarded at the outset as a bold and even perilous experiment, these 45,000ton boats are now declared on all hands to be the type of the Atlantic liner of the future. All the same, those couragoous onterprises are not always at once successful. It is a little surprising to learn from the combine report that the Laurentic and the Megantic, the 14,000-ton liners which the White Star built for the Canadian trade, gave a not very satisfactory financial return in their first season, Perhaps it will still take a little time to disillu- capital into China will only be a temporary sionise the public of the idea that the nearest way to Canada is by way of New York. This season, however, the Laurentic and the Megantic ought to give a better account of themselves, as and there is quite a boom in the Canadian trade, and emigration from Great Britain seems likely to attain record figures. It may be questioned, too, whether Canadian export trade, which is in a far more flourishing condition than that of the United States, is not likely to make remarkable strides in the next few years. One of the most despondent sections of the combine report is that in which the contraction of American exports, and the necessity of diverting cargo steamers to other parts of the world, is dealt with. The freight position is, without doubt, the most unsatisfactory feature that lines in the United States trade have to face.

A good deal of prominence is naturally given

The moral of the story of the disabled Austrian-Lloyd liner Trieste is obvious. Had she been equipped for the purposes of wireless telegraphy the anxiety respecting her would never have arisen, as the vessel was at no time off the steamer route, and assistance could have been immediately despatched. The result may probably be to convince the Indian Government. ought no longer to lag behind even Australia As showing what ships can do, it may be mentioned that the Otranto, of the Orient Line reports from Port Said that she was in communication with the signal station at Poldhu, Cornwall, 1,500 miles off, previous to her arrival in Egyptian waters. Peninsular and Oriental steamers have also made many long distance communications by wireless. The United States House of Representatives has passed a bill compelling vessels carrying fifty people to have a wireless equipment. Action of a similar kind has so far not been taken in Great Britain, the feeling of the Board of Trade being, for rubber and copra cultivation. The ports of no doubt, that British shipowners can be trusted to move with the times. Such cases as that of prosperity. Manchuria has become famous for the Trieste have an educative effect, since they lend people to choose the steamer with wireless as likely to be the safest. In the long run, there fore, public sentiment is powerful. The difficulty of establishing communication in a rough sea by the ordinary method of floating a line has frequently suggested the need for the carriage of some simple form of rocket apparatus.

The report that Liverpool is preparing for the docking of vessels of 60,000 tons is probably well founded. It is quite certain, however, that the 60,000 ton ship is not yet in prospect. The report that the Cunard Company has such a steamer in contemplation must be compared with the actual statement of Mr. Booth, its chairman. This was to the effect that in his judgment the

future of the New York trade lies with the combined passenger and cargo steamer of 40,000 or 50,000 tons. There is no suggestion hors of a 60,000 ton ship. The White Star leviathans, of lian passenger trade. The Norddeutscher- which the first is to be launched in October, are in common with the Peninsular and Oriental thing approaching it in view. For long enough It is now stated that the Mersey Dock Board also has it in mind to provide accommodation for vessels 1,100ft in length. The policy of building docks in advance of shipping is, of course, to be commended, simply because the navalarchitect works faster than the dock constructor. But it may to be attained at present. There is no 900ft. ship in night at the moment either at Bolfast or at Stottin. Why the Cunard Company should aim at a length of 1,000ft, it is difficult to see, That such ships will come one day does no admit of doubt. The Mersey Decks Board is therefore well advised in taking time by the

> It is reported that the Cunnid Company is interesting itself in the extended enterprise which Messra, Devitt & Moore have in view in connection with the sail training of young officers for the mercantile marine. It is one more proof that the steamship companies are insurance organization for "Invalidity" now in facing the need for special facilities of this kind, owing to the rapid disappearance of sailing likewise be modelled on that of the latter. ships from under the British flag. The amount of sail tonnage got rid of lately is enormous. Foreigners buy it, and ap parently are able to deductions will, however, have to be made for

The Jonathan Holt, the first ocean-going mosquito-proof steamer, has arrived in the Mersey from the Clyde, where she was built to the order of Messrs. John Holt & Co., of Liverpool. She is the first ship of special design for the Liverpool West African trade. She carries a large cargo in a small draught, and is built on the Isherwood system, with extra strong bottom for crossing sand-bars and navigating African rivers. Professor Major Ronald Ross' recommendations have been carried out by the owners for mosquito-proofing all living quarters Copper gauze fittings are provided for all doors, windows, side-ports, skylights, ventilators, and passages, to prevent the malaria-bearing mosquite

#### FAIR TRADE PROSPECTS IN THE FAR EAST.

A general improvement in the trade prespects ! of the Far East has set in, says the Revue du Commerce en Extrême Orient. The China markets are at last recovering from the long period of depression and financial distress which dates back to 1905. Exchange, though it has been disustrous to imp at trade has nevertheless stimuhelping greatly towards it. The remarkable change of front assumed by the people of China in reference to the railway question is also bound to lead in the near future to a great expansion of trade. The foolish policy of the gentry who are chary of the entry of foreign check to railway development, for, eventually just as they have understood the advantages of railways in China they will comprehend the necessity and utility of foreign capital management. There has risen in China a great aspiration to develop her vast resources, and it is certain that the impediments will be few and far between henceforth. A great impetus to trade in the interruption to the end. This would place Strait Settlements and the Federated Malay States has been given by the high price of rubber. Rubber flotations are the order of the day, and whatever may be the result of overproduction in the future years the next few years, it is confidently asserted, will be ones of unbounded prosperity for the rubber trade. Tin is recovering, and if prices keep at the present level, andoubtedly the mining judustry will have little to complain of.

China acts as a great check to trade; but it is a policy to cradicate which would require change in the fiscal arrangement of the mother country, able outlook of the rice harvest, which is almost the only industry of the Colony, will surely add to the general prosperity of the Far East.

It is doubtful if the Payne Tariff will prove beneficial to all the Philippine industries, but it has given a stimulus to the cultivation of sugar and tobacco. Crops in Japan are excellent, andjudging by the trade figures for January, the year will see a record trade for Japan. Enterprises, especially electric and h ydro-electric, are that in the matter of wireless telegraphy it springing up in large numbers. The fact of the satisfactory result of the first bond conversions is an index to the prosper ity of the land The restriction of credit and the re-adjustment of financial and business relations has brought about a very healthy tone to the trade of Japan. The cotton trade is still in a bad way, but it is i such acknowledgement to apply to the authorities assured that the present season will bring about a change in the condition of the trade.

Siam has had a lumber harvest, the teak forest operations are very satisfactory. With a rold currency and an enlightened government, the resources of the country and being developed more rapidly than expected. when the railway between the Malay States and Bangkok is completed there will be opened up for trade a stretch of land extremely rich in Chins are showing signs of increasing the bean trade, and the splendid harvests are variously reported to be 20 per cent. above the average. The total trade of Manchuria had incressed from Tls. 44,482,001 in 1906 to Tls. 95,712,627 in 1908, and last year it was still

India is far off for our calculations, but even there the total volume of trade in 1909 is greatly in excess of 1903, the balance of export over import being £38,000,000. But for trade distance between two countries is of little importance. Commerce, finance and industry in their modern state of development have broken down political boundaries and are so interwoven internationally as to be dependent upon one another. The more the interchange of products increases the more the countries concerned will be enriched. When the proicoted railways in China are completed the prospects of trade in the Far East will be vastly superior to those of to-day.—HENRI CRESPIN.

HAMBURG LETTER.

DAILY PRESS."

STATE INSURANCE. The draft bill for the levying of Navigation Dues on inland waterways, mentioned in one of my last letters, was passed by the Federal Council (the Bundesrath) last week and will be submitted to the Reichstag on its reassembling in the autumn.

A measure of great social importance, particularly for the middle classes, is now under consideration. Its object is the extension of the State insurance organization to private employés with a view to provide pensions for them and their families in case of death, invalidity and old age. The term "private employés" embraces all persons, male or female, employed by private firms, companies and others at fixed salaries, and includes not only managers, clerks, engineers, mariners, &c., but likewise teachers, assistants in chemist shops and others. For all these insurance will be compulsory, from the age of sixteen to sixty-five, after which they will be known as "The America," which was built for entitled to old-age pensions in accordance with the Wellman Polar Expedition, and twice their last salary and the length of time they have contributed.

A memorial published by the Imperial Home Office sets forth the general principles of the interesting teronautic, engineering, and scienscheme, which are similar to those of the State operation: the Board of Administration will

The number of private employes has been computed at 1,663,600 in the whole of Germany; apprentices and other unpaid workers. The annual premium is provisionally fixed at 8 per cent. (of which one-half is to be paid by the employer) of the salary received; in order, however, to avoid too great a strain on the funds it is proposed to treat salaries above M 5,000-(£250)-as of that amount only, it being held that persons enjoying a larger of pecuniary gain. Nor do they have much income can well afford to insure the surplus

Not until 120 monthly payments have been made will claims for pensions be admissible, but it is left open for discussion whether in cases of the death of the bread-winner after sixty monthly contributions the widow and children should not be granted pensious on a reduced scale, say, one-half of what they would have been entitled to after the full 120 payments. Female employes are more favourably treated, as they shall be allowed reduced rates after the first sixty monthly contributions if "profes" sionally incapacitated," whilst in case of death their children shall have the option of claiming a pension or receiving back the amounts paid so far, but without interest, the same to hold good after payment of the 120 monthly premiums. Female employes will then be on the same footing as their male competitors. It is lated exports, the steadiness in the price of silver ! proposed to fix the pension at 20 per cent. of the last salary received, to be increased by 1 per cent. for every further year's contribution so that after 40 years, at the age limit of 65, it would come to 50 per cent. The average salary of a private employé having in 1903 been ascertained to be about M. 2,100, the pension on this amount would therefore be M. 1,050, to which has to be added M. 390 accrning from other State insurances. In reality the total will be somewhat less, as only in very exceptional distances will anybody have begun to pay his premiums at the age of of 16 and continued to do so without private employes very much on the same terms as servants of the State with regard to the rate of pensions, provided the same rules be applied in determining "professional incapacity"; at the age of 65 the pension will be due whether the recipient be still fit for work or not. At the death of the husband after payment of 120 monthly premiums the widow shall receive an The ultra-protective policy adopted by Indo- annual pension equal to 40 per cent, of the one he would have been entitled to at the time, and each child 8 per cent.; should the children be left which is well night impossible. But the favour- parentless the amount to be increased to 133 per

The rules laid down for carrying out the scheme are somewhat complicated and will cause employers a considerable amount of work and expense, for they will have to notify to the could not be made. authorities the engagement of every new employé and his discharge and be answerable for the due payment of all premiums, which it will be his duty to collect and pay into the Reichsbank or one of its branches or into the post office with a list of the contributors. The latter will be advised by postcard of such payments and it will be for them in default of for an explanation. Books in which to enter the amounts and dates will be supplied to the contributors free of charge.

All pensions will be paid by the post office. Employés shall be at liberty to insure with private companies or other institutions instead of contributing to the State fund, provided the authorities after careful investigation find the latter to offer the same security financially as the government and equal or better terms. strictive clauses as to residence are inadmissible, as also rules entailing the forfeiture of previously paid premiums should payment for some reason or other be discontinued. It is obvious that great irregularity in that respect must prevail amongst a class liable to frequent changes o place and employer and to dismissal at short notice, particularly in times of depression of trade. Plans for the transfer of existing policies to the State Insurance Fund are therefore under consideration.

It is generally admitted that the middle classes have a fair claim on the State, after al it has done and is still doing for the lower orders. and that a measure such as that proposed would be a veritable boon, but the bill in its present form is not regarded with favour. In the first place, an annual premium of 8 per cent, is looked unon as much too high, as employes, particularly those in receipt of small or moderate salaries, can ill spare 4 per cent. for the purpose, besides their payments to other State insurance funds; I the result would inevitably be that employers would have to pay the whole of the contributions, which would be a heavy tax,

more especially as in large establishments additional clerks would have to be kept for the sole object of attending to the work connected | brightly, the gas expanding, the moisture with it. Then it is argued that the rate of pensions proposed stands in no proportion to pressure diminishing, there would be a like gain the premiums, and that ten years seem a long of lifting force, accentuated by the consumption time to wait before pensions can be claimed. of gasoline in the engines. It thus appears Fears are expressed at the same time that the that while the normal lifting force of the airworking expenses are likely to prove enormous, ship is about 24,000lb, and the cargo to be absorbing a large proportion of the receipts. Other objections are raised on minor points, but they do not appear of sufficient interest to find a place here.

AIRSHIP VOYAGE ACROSS THE ATLANTIC.

NEW YORK TO LONDON.

DARING PROJECT. Under the auspices of The Daily Telegraph and the New York Times, an attempt is to be made this summer to cross the Atlantic Occan by airship. This difficult task is to be undertaken by Walter Wellman and Melvin Vaniman upon their own responsibility. The start is to be made toward the end of August or early in September, from a base somewhere near New York, and, if practicable, Lendon or its vicinity is to be made the eastern terminus

The airship to be used is the motor-balloon severely tested in voyages over the Arctic Ocean north of Spitzbergen.

It goes without saying that the effort of Messrs. Wellman and Vaniman will be a most tific adventure. Men have long talked of crossing the Atlantic by balloon or airship, but this is the first actual attempt to make the voyage, It is all the more interesting because a Morconi wireless telegraph equipment is to be carried upon the craft, and it is hoped almost constant communication may be maintained with the New York Times and The Daily Telegraph by transmission to steamships, and thence to land stations.

The purpose of the voyage is a much higher one than the performance of a mere sensational feat in aeronautics. It is to make a demonstration, on a large scale, of the utility of motor-balloons for naval and military purposes, and thus to contribute to the progress of the arts and sciences. The projectors of this daring project are not engaged in it with any idea faith in the practicability of sicships of any sort for purely commercial uses, that is, regular voyages for profit. But they do believe airships of the type of the "America" are to be largely employed as battleship and naval station destroyers in the future, and that a demonstration such as they propose will have great value. PROSPECTS OF SUCCESS.

As to the prospects of successfully completing the long voyage from America to Europe, neither Mr. Wellman, the director, nor Mr. Vaniman, the engineer, expresses any great degree of confidence. The most they are willing to say is that, in their opinion, they have a reasonable chance of success, enough to warrant the effort. Their experience in building and handling the airship designed to go to North Pole is of inestimable value to them. While they were not successful in their Polar voyages, they believe the training and knowledge gained in those efforts may possibly have prepared the way for success in the present enterprise, in some respects still more difficult than the attainment of the Pole by the aerial route, and fully as interesting and valuable to the cause of progress

During the past winter and spring the airship "America" has been rebuilt and enlarged at workshops in the suburbs of Paris. It is second only to the Zeppelin in point of size among the airships of the world. Its length is 228ft, its greatest diameter 52ft, its volume 345,000 cubic ft. Its total lifting capacity is 24,000lb—twelve The steel car is 156ft long, and weighs 4.500lb. The balloon part (composed of three thicknesses of cotton and silk and three layers of rubber) is 4.500lb. The motors and other machinery, a crew of six men, aeronautic and navigating instruments, lifeboat, wireless apparatus, tools, repair materials, food, and water and small items weigh 5,000lb, leaving about 10,000lb, or five tons, available for carrying.

AIRSHIP'S ENGINE POWER.

The nirship is equipped with three engines. One of 70-80 horse-power gives the ship a speed of about twenty statute miles per hour, and motor which will probably be used most of the time during the voyage. The quantity of fuel carried gives the ship a radius of action greater than the distance to Europe, and study of the average direction of the winds during the past twenty-five years indicates a strong probability that their not effect will be helpful The general direction of the winds of the North Atlantic during August and September is parallel with the course from New York to London. The airship is equipped with resources designed to send her across the ocean by her own power, without help from the air currents, but if the net effect of the wind movement should chance to be highly unfavourable, the voyage

The airship is also equipped with an eight cylinder motor of 200 horse power, which it is planned to hold in reserve for occasions when higher speed is required. With both engines in motion, driving each its pair of twin-screws, the speed of the ship will be nearly thirty statute miles per hour. A small motor, 10 horse-power, drives the air pump, and performs other service connected with the machinery.

PROBLEM OF BUOYANCY, As to the time required for the proposed

voyage, assuming that accidents incident to trials are averted and a fair start is once made, six to ten days should be enough. One of the problems is how to keep the ship in the air that length of time -a more serious problem over the North Atlantic than it was in the proposed voyage over the Arctic Ocean to the Pole, for in the latter case there was no alternation of day and night, and no wide variation of temperato 110deg.—the former at night, the latter in been made. In this respect it is significant that and we have postal lines flung as far the afternoon, when the sun's rays heat the gas many high officials are maintaining schools at as Tibet. There is also a money-order within the huge envelope, much as they heat their own expense. There is, for instance, the system all over China, an express delivery heated to 110deg, and during the following night school she maintains. cools to 60deg., this 50deg of change means a |

AUTOMATIC BALLAST. The following day, with the sun again shining evaporating, and, perhaps, the atmospheric carried is, of course, adjusted to this capacity, the lifting force is a variable quantity which may go upward or downward two tons in the course of twenty-four hours. How to meet such conditions without quickly exhausting the life of the ship is one of the problems of airship physics and engineering. It is a problem which involves peculiar difficulties in operation over land, where temperature changes are not only likely to be greater than over sea, but where it is impracticable to employ stabilisating weights, which at one moment may be carried upon the airship, and a few hours later may be dragged upon the surface of the earth, or vice-versa-in other words, ballast which may be thrown overboard when not

according to the shifting circumstances. This automatic equilibrating method may be safely employed in a voyage over sea, and the inventive and constructive skill of Engineer Vaniman has been actively at work upon this phase of his task. Particulars of this most interesting and absolutely necessary adjunct of long voyage over see will be given later in the columns of The Daily Telegraph.

wanted, and be recovered again when needed,

Messrs. Wellman and Vaniman feel that they have gone at their task with full realisation of its difficulty; that they have enrefully studied obstacles, and employed good planning, engineering, and construction in an effort to overcome them: and that it now only remains to be seen how kind the Fates will be to them when they endeavour to realise their project in practice. At any rate, they have the satisfaction of knowing that though they may be enthusiasts they are working from actual training and experience. The newspapers which are aiding them to meet the large expenses of the voyage have not been usked to pay so much as a penny to the promoters of the enterprise, nor even to offer a prize for successful achievement of their task.

#### THE CHANGING EAST.

One has become so used to speak of "The Unchanging East." and to look upon China in particular as the most immutable and immobile factor in what is habitually referred to as the Far Eastern situation, that it is at first a little disconcerting to hear Sir Robert Bredon, Act: ing Inspector-General of Chinese Customs, now in England on holiday, speak of the many psychological, social, and industrial changes taking place within the Celestial Empiro. And then, as Sir Robert Breden proceeds in his discourse--pale and impassive of feature, and calm and suave in manner of speech to

an extent which sometimes seems to give an Oriental aspect to the character of this romarkable Britisher he becomes illuminating, arresting, and, finally, fascinating. You recognise that he is telling you romance in a gentle, persistent, and penetrating sort of way. You hear him, as it were, solving the riddle of the Sphinx-the Sphinx among nations-with something of the manner in which the Sphinx might be expected to utter I

Of course, it is impossible to record all the information and opinions which Sir Robert Bredon has to give about China. For obvious reasons, he is loath to dip deeply into political problems. But the fellowing notes of some of his news and views will be read with interest:

"Yes," he says, "China is indeed changing, but, as to the future, who knows? I, for one. have no prophecies to offer, but this much is l obvious to any recent student of Chinese affairs. that the world at large cannot continue to treat as a negligible quantity, either politically or industrially, a homogeneous race of 400,000,000 numan beings, a large percentage of whom are now fully alive to the potentialities of their race and country.

A NEW "BIG STICK. "Since I went out in 1897 practically a new Poking has arisen. Equally remarkable have been some of the c'anges in the outlook and habits of the people since the Boxer rising and the Russo-Japanese war. A considerable portion of the capital is now in process of rebuilding after the style of un-to-date European models, and the old, unpaved, mephitic throughfures are giving way to spacious macadamised roads, lighted by electricity in place of the old-fashioned and ulmost-useless oil lamps. An adequate and pure water supply on European lines has replaced the old surface | in Northern China has made a reat progress.

Again, the sedan chair is being superseded among the wealthy Chinese by the use of broughams drawn by splendid horses Australian breed, and several of rickshas have largely taken the place of male and donkey traffic. This. course, has necessitated the reorganisation of the police force. Hence to day a Chinese police-constable, armed with a large stick, conducting the orchestra of the Imperial City, though after the style rather of the American-policeman-in Broadway-than-of-his A strong resentment is felt to the giving of

brother of the Strand. "The native Press, too, is more active, and a larger public is reached through the medium of several places which may be described as a sort of public reading room, where the native. journals are on view. In many other ways the Chinese are showing themselves what may be termed permeable to Western ideas. There is a new demand for schools, with a more extensive and liberal curriculum. Much illiteracy, of course, prevails among the lower classes—whose intelligence is, to my mind, unequalled—there is of the last decade or two comes to be written.

Western knowledge. Confucianism and the classics are still read and expounded with unbounded love, for the Chinese have a great respect for their great | Hart's accomplishments. The Post Office is national literature, but it is felt that a more now attached to the Inspector General of scientific and commercial education is needed. Customs, and has been developed as an adjunct to The educational movement is only in its infancy. I the Customs service. Many of its administrators the end of August the mean shade temperature; but there it is, and it is doubtless only a matter | have been drawn from the Customs service. will be from 60 to 65 F., bu it will be necessary of time when an adequate supply of teachers and Foot and horse couriers now penetrate to reckon upon extremes varying from 55deg. schools will open out the beginning that has into extreme Western China 2,000 miles. the air within a greenhouse. If in an case of a lady, the wife of a Mongol Prince, who service in every big city, and even a C.O.D. (cash afternoon of brilliant sunshine the gas is has at least fifty Chinese girls in a private on delivery) service. Although she has not yet

ANTI-OPIUM MOVEMENT. contraction of the gas of about one-tenth of its "Equally significant is the movement against the last year negotiations have been brought to volume, or a loss of lifting force of about the use of opium which is now being conducted in a satisfactory conclusion for a postal convention 2,400lb. During the same ui. ht it might well most of the provinces. Many classes of Chinese with Japan. Also, she has one with hussia, happen that atmospheric pressure increased ten now recognise the evil of opium-smoking, and and we are on the best terms with the British millimètres (2-5th of an inch) of mercury, would like to see the practice diminished and Post Office in Hongkong, and the French and causing a further contraction of gas equal to finally extinguished. There is not much opium German post offices in the country. 350lb of lifting force. Moreover, if the night exported to foreign countries. It is mostly an "In fact, we are hoping that the day will chanced to be rainy or a heavy dew fell, the inter-provincial trade, and from reports which come when the fliciency of the native postal great expanse of the balloon might accumulate I received before I left I am of opinion that all service will be such that the Foreign Powers moisture weighing 1,000lb. Leakage of gas the provinces are making an effort to deal with | will recognise that it can be entirely trusted. would meanwhile contribute 150lb, to the loss of the opium problem. Of course, those provinces and that it is no longer necessary for them to buoyant force. Should all these factors com- which are largely opium-producing, and where maintain their own establishments. There are bine in one night, following a day of hot sun, fiscal arrangements largely depend upon the 4,000 native post offices employing 15,000 perthe total loss of lifting force, less weight of traffic, are face to face with a greater difficulty sons, of whom not more than 200 are foreigners. gasoline burned meanwhile in the motors, might in its suppression than others where it is not | The increase of letters and parcels has been

Seemed Insignificant but Soon Baby was in Terrible Condition — Scratched and Cried with Pain-Mother Feared He Would Die.

WHOLLY CURED BY CUTICURA REMEDIES



he scratched it and made it bleed. The next morning it came on his face worse and I took him to the ----Hospital and they told mo it was cezema, but it was nothing to be afraid of and they gave me a note to take to the chemist to buy a box of cintment. But it did him no good, in fact the eczema came over his arms and shoulders and I thought he was going

told me to still use the cintment and to tie his hands at night, but it did not do a bit of good. I gave up all hopes of him ever getting better, in fact I thought it would take him to his grave. "The appearance of the complaint was like a big hole on my baby's forehead which would run with matter and blood every time he acratched it. On his arms his little shirt would be stuck to the flesh and he would cry with the pair. He would try to get his hands free and rub thom against his head. At last I got some Cuticura Ointment and after using it I said to my husband, 'What do you think of his arms and shoulders now?" and he said to me that they were getting along splendidly, so I told him what had used and he went and bought some more Cuticura Cintment and some Cuticura Soap. The trouble has left him and it is now three months since we left off with the Cuticura Remedies. Mrs. J Hill, 20, Second St., First Ave., Carnel's Head, Devenport, Deven, Eng., Aug. 2

to have it all over his body. So we

took him to the hospital again and they

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El Post-free, \$2-page Cutlours Book, an Auston.

Sty on the Care and Treatment of Bills and Bais.

and 22, 1909.

Chinese gentleman a short time ago said: 'We don't expect that the suppression of the import of foreign opium from India will put a stop to the opium traffic. I believe that the way to prevent opium habit is the closing of opium divans. Opium taking is a habit acquired outside the home-never in the home-and the Chinese have it largely in their own hands to put an end to it by closing the dons where it is

Sir Robert Bredon added that he himself was not one of those people who were bigoted on the subject of opium, as he believed that it had its uses as well as its abuses. In malarial districts. in particular, there was some excuse for taking opium medicinally. An Indian officer friend always recommended half a grain as a prophy. lactic against malaria. But he (Sir Robert) was entirely in accord with the reformers in wishing to suppress the excessive use of the drug as a

Having thus briefly indicated some of the social and educational aspects of the New China, Sir Robert Bredon went on to speak of com.

mercial affairs. CHINESE ADAPTABILITY

"It is quite remarkable," he said to see the way in which the Chinese have adobted them. selves to the more rapid modes of transit, and have come to see their importance for commercial purposes. Most of the railways are in Chinese hands, and they are doing very well Every. where markets are being opened up for agricul. tural produce. As an instance, on the northern railways I am told that the collection of freight on the one item of cabbages alone was \$20,000. Not long ago this vegetable rotted in large quantities simply because there were no . means of finding a market for it. In the same way the growth of the fruit business Trade at Hankow had been enermously increased since the town became a railway centre. There are not many foreign manufacturers to speak of, but away from the treaty ports, in purely Chinese districts, large manu. factories are found run entirely by Chinese. "In certain districts the Chinese show a

tendency to make railways for themselves. A great deal of the iron used in the construction of the railways is-produced in China, and it may not be generally known that some of the finest iron ore in the world is found in the Yangtse. mining concessions. Hence the potentialities of the district are undeveloped, but sconer or later the Chinese will develop the ore for themselves. Many far-seeing Chinese gentlemen want to get the whole of the railways into their own hands. They recognise that the railway is the greatest civilising and commercial factor in the world. PHENOMENAL SUCCESS OF POSTAL SERVICE.

"Another of the most remarkable developments of recent years is that of the postal service. It is my opinion that when the history a recognition of the value and the power of and particularly when the work of my brotherin-law. Sir Robert Hart, comes to be analysed. I the historian of the future will declare that the postal development is the greatest of all joined the Postal Union, China lias now conventions with all her neighbours, and during

so much grown. In conversation a high phenomenal since 1896, when the service was commenced.—Daily Telegraph.

continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

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#### NEW ADVERTISEMENTS

NOTICE.

THE EXCHANGE and GENERAL BUSINESS of the Undersigned will hereafter be carried on by my Son, MR. K. D. GAZDAR, under the name and style of "GAZDAR & Co."

D. D. GAZDAR. Bill and Bullion Broker. No. 3A. Wyndham Street. Hongkong, 1st August, 1910.

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accord no with the Provisions of No. 104, of the Articles of Association the occupy it. Particulars upon application. General Managers have This Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 191 , of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 1, h lust. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th

inst., 1910, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 1st August, 1.10. OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

The Co.'s S.S. "CHICAGO MARU, FROM TACOMA, JAPAN AND MANILA.

TITHE above-mentioned Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside. Cargo impeding the discharge of the vessel

will be landed at once at Consignees' risk and Cargo remaining on board after SATURDAY. the 6th inst., at Noon, will be landed and

stored at Consignees' risk and expense. Cargo remaining undelivered after the 9th inst, will be subject to rent. All broken, chafed and damaged goods are to be left in the godowns, where they will be

examined on the 8th inst. No Fire Insurance will be effected by us in any case whatever. OSAKA SHOSEN KAISHA. Hongkong, 2nd August, 1910.

S.S. "AUSTRALIEN." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ox 8.8. "Cordonan" from Havre ex 8.8. "Cordonan" from Bordeaux ex s.s. "Leroy Lallier" and " V. de Cette," in connection with above Steamer, are hereby informed that their goods with the exception of Upium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kovloon Wharf and Godown Co., Ltd., at Ko vicon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 8th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th inst., or they will not be recognized. All damaged packages will be examined on the 8th inst., at 3 P.M. No Fire Insurance has been effected.

P. THOMAS. Agent. Hongkong, 1st August, 1910. THE HONGKONG WEEKLY PRESS & L CHINA OVERLAND TRADE REPORT | ING is now ready and contains: -

Epitome of the Week's News. Leading Articles: Hongkong Highways. The Royal Income. The Future of Kores. Education in Hongkong. The Situation at Colowan. Repudiation of Free Trade. An African Problem. Random Reflections.

Hongkong News. Sailors Refuse to join Their Ship. Heavy Sentences Passed on Snatchers. With Dog and Gun in the New Territory. Education in Hongkong. New Roads in New Torritories. Promenade Concert. The Panama Canal and Japan. Drowning Fatality at Shanghai. A Business Lodge.

Japanese Rice in the Philippines. Stranding of the " Mongolia. Another Rising Feared. Supreme Court. The Macao Sensation. Macao Notes. The Colowan Affair. An Interesting Yarn.

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Extra copies 30 cents each. Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each. \$1 Cash for three copies. Subscription: 812 per annum, payable in advance : postage \$2. Hongkong, 2nd August, 1910.

#### PUBLIC COMPANY

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF YEARLY MEETING SHAREHOLDERS in the Company will be AUCTION. held at the Office of the Company, Hotel MANSIONS, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive. By Order of the Board of Directors, JOHN ARNOLD,

Acting Secretary. Hongkong, 12th July, 1910.

> FOR SALE FOR SALE.

TALUABLE PROPERTY on the middle nvenue (Parkes Avenue), British Concession, Shameen, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to Address :---

Care of "Daily Press" Office. Hongkong, 1st August, 1910.

\_NOW ON SALE.

TONGKONG HANSARD REPORTS MEETINGS LEGISLATIVE COUNCIL for the Session 1909.

> REVISED BY THE MEMBERS. Price - - - \$3.

DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

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G. FENWICK & Co., LTD., Engineers, &c., PRAYA EAST. HONGKONG. Horgkong, 8th June, 1906.

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HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th July, 1910.

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AUJTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

R. GEO. P. LAMMERT has received inatructions to Soll by PUBLIC ON THURSDAY,

the 11th day of August, 1910, at 3 o'clock in the afternoon, at his SALE ROOM, in Duddell Street, Victoria,

The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria aforesaid.

All-that Piece or Parcel of ground situate at | TO. 1, OBSERVATORY VILLAS. Victoria aforesaid registered in the Land Office as Inland Lot No. 107, together with the messuages thereon known as Nos. 39, 41, 43, 45, and 47, Hollywood Road and Nos. 48, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace, Area 9824 square feet, Term 999 years from 8th May, 1852. Annual Crown Rent. £15.

The Purchaser of the Property can obtain an advance on Mortgage thereof to the extent of -\$100,000 on application to MESSES. JOHNSON, STOKES & MASTER, the Vender's Solicitors. For further particulars and conditions of sale apply to-MESSIS. JOHNSON, STOKES & MASTER,

Solicitors for the Vendor, MR. GEO. P. LAMMERT, The Auctioneer. Hongkong, 28th July, 1910.

Prince's Buildings, Ice House Street,

BY ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

TAR. GEO. P. LAMMERT has received IVI instructions to Sell by PUBLIC AUCTION, On FRIDAY,

the 12th day of August, 1910, at 3 o'clock in the afternoon, at his SALE Room in Duddell St., Victoria, Hongkong, IN THREE LOTS. The following VALUABLE LEASEHOLD

aforesaid, viz.:-LOT 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION E of MARINE LOT No. 116, together with the messuage erections and buildings thereon known as No. 5, Stone Nullah Lane, Area 920 square feet. Term 999 years. Annual Crown Rent \$15.36. LOT 2. All that Piece or Parcel of ground

PROPERTIES situate at Victoria

known and registered in the Land Office as SECTION F of MARINE LOT No. 116. together with the messnage erections and buildings thereon known as No. 3, Stone Nullah Lane, Area 894 square feet. Term 999 years. Annual Crown Rent \$14.93. LOT 3. All that Piece or Parcel of ground

known and registered in the Land Office as SECTION G of MARINE LOT No. 116. together with the messuage erections and buildings thereon known as No. 1, Stone Nullak Lane, Area 943 square feet. Term 999 years. Annual Crown Rent \$15.75. For further particulars and conditions of sale

Messrs. JOHNSON STOKES & MASTER Prince's Buildings, Ice House Street, Solicitors for the Vendor,

MY. GEO. P. LAMMERT. The Austionear. Hongkong, 1st August, 1910.

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Hongkong, 1st August, 1910.

HOUSE, in Knutsford Terrace. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

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TO. 14. SEYMOUR TERRACE, from 1st July. Apply to-

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Apply to - J. HENNESSEY SETH,

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Hongkong, 2nd July, 1910.

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Apply— THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 1st August, 1910. TO LET.

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LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida. Apply to-

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PROCURATION. Hongkong, 29th July, 1910. TO LET. NOS. 19 and 23, SHELLEY STREET, now 5-Roomed Houses.

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TO LET. ODOWN, No. 54, DUDDELL STREET.

3rd Floor, Alexandra Buildings.

Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st August, 1910.

TO LET. TEW and COMMODIOUS SHOPS Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48. Yaumsti. Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to-

**HUMPHREYS ESTATE & FINANCE** COMPANY, LIMITED.

Hougkong, 1st December, 1909.

TO LET. TAYOS. 2 and 3, GOUGH HILL (104, PEAK), NATIONAL PROVINCIAL BANK OF ENGLAND, as one or two HOUSES, Furnished or Unfurnished.

Apply to-Messrs. S. J. DAVID & Co. Hongkong, 29th June, 1910.

TO LET. NO. 21, CONDUIT ROAD, Clifton Gardens. GODOWNS, 151 to 155, PRATA EAST. OFFICES No. 2, Connaught Road, 3rd

A HOUSE in Wong Nei Chong Road. No. 1, RIPON TERRACE. OFFICES in York Building, No. 10, DES VŒUX ROAD CENTRAL. 1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining

Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st August, 1910.

TO LET.

the new Seaman's Institute, Praya East.

Apply to-HENRY HUMPHREYS. Alexandra Buildings.

INSURANCE

OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £19.875.357.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

ST FLOOR, ROOMS 2 and 3. From the Hongkong, 27th January, 1910.

SURGEON DENTIST. No. 10. D'AGUILA'R STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905.

SINGON & Co.

TRON, Steel, Metal and Hardware Merchants Wholesale and Retail Ironmongers, Pig | THE CHARTERED BANK OF INDIA Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central | INCORPORATED BY ROYAL CHARTER, 1853 Market). Telephone No. 515.

BANK8

TEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863. Authorised Capital Fl. 15.000.000 (£1.250.000) Subscribed Capitel Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,338,09 (£229,528) HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN. RRANCHES AND AGENTS all over the

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-

12 months 4% per annum. do. C. WOLDRINGH, Manager, No. 16, Des Vœux Road Central.

Hongkong, 4th August, 1909. FUTHE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ..... Yen 5,000,000 HEAD OFFICE: TAIPEH, FORMOSA.

Branches and Agencies: Tainan Swatow Tamani Kobo Anping Canton Tekyo Nagasaki Yokohama Osaka Foochow Shanghai Keelung

HONGKONG OFFICE: 3. DES VŒUK ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager. Hongkong, 9th March, 1910. INTERNATIONAL DANKING

MORPORATION. -CAPITAL PAID UP ... ... Gold \$3,250,000, = about Mex. \$7.222.222 ... ... Gold \$.,250,000 RESERVE FUND = about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: BANE OF ENGLAND.

LIMITED. THE CAPITAL & COUNTIES BANK, LIMITER. BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Bate of 2 per cent per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 42 per cent. per annum. l'or 6

Hongkong, 1st May, 1910. HONGKONG SAVINGS BANK.

No. 9, Queen's Road, Central, Hongkong.

N. S. MARSHALL,

Manager.

Acting Chief Manager.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION. N. J. STABB.

Hongkong, 16th July, 1910.

BANKS

MINONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... ... \$15,000,000 RESERVE FUNDS:-STERLING £1,500,000 at 2/-=\$15,000,000 SILVER ... \$15,500,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS. G. Balloon, Esq.—Chairman. ROBERT SHEWAN, Esq. - Deputy Chairman. F. H. Armstrong, Esq. | S. A. Levy, Esq. J. W. Bandow, Esq. F. Lieb, Esq. Andrew Forbes, Esq. G. H. Medhurst, Esq. Hon. Mr. H. Keswick E. Shellim, Esq.

C. R. Lensmann, Esq. H. A. Siebs, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH.

MANAGER:

Shanghai-H. E. R. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTER

BANK, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 21 per cent. per Annum.

For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum. N. J. STABB, Acting Chief Manager. Hongkong, 20th July, 1910

AUSTRALIA AND CHINA.

HEAD OFFICE-LONDON. RESERVE FUND ...... £1,600,000

RESERVE LIABILITIES OF PROPRIE-TORS.....£1,200,000 INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cent

WM. DICKSON,

Frankfusta M.

Manager. Hongkong, 27th April, 1910. TEUTSCH-ASIATIS( HE BANK.

CAPITAL FULLY PAID Ur...Sh. Taels 7,500,000 HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, JERLIN. Branches:

Berlin, Hamburg, Calcutta, Hankow,

Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore. Founded by the following Banks and Bankers:---KOENIGLICHE SEEHANDLUNG (PREUSSISCHE

STAATSBANK) Berlin.

DIRECTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. Bleichroeder BERLINER HANDELS-Berlin. GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MENDELSBOHN & Co.

M. A. VON ROTHSCHILD &)

SOEHNE

JACOB S. H. STERN NORDDBUTSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEREN UND WECHSEL-BANK. MUMNCHHN. LONDON BANKERS: Messrs. N. M. Rothschild & Son:

Bank. Limited. DEUTSCHE BANK (BEELIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of

THE UNION OF LONDON AND SMITH'S

Banking and exchange business transacted. A. KOEHN. Manager Hongkong, 4th December, 1907.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL ... £1,500,000 Subscribed ... ... 1,125,000 PAID-UP ... ... ... ...

RESERVE FUND ... ...

For 6

For 3

Tieling

Kobe

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... ...

EVAN ORMISTON. Manager. Hongkong, 26th April, 1910

... ... 3½ per cent.

per cent.

LIMITED. ECAPITAL PAID-UP ...... Yen 24,000,000 RESERVE FUND ...... ,, 16,250,000

TOKOHAMA SPECIE BANK

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES. Tokvo London : San Francisco Lyons Nagasaki New York Shanghai Honolulu Bombay Tientsin Hankow Newchwang. Peking Dalny Port Arthur Antung Liovano

Chiang Chun

HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 r er cent. per annum on the daily balauce. On fixed deposits for 12 months 4 % per annum

TAKEO TAKAMICHI. Manager. Hongkong, 14th March, 1910.

Mukdel

# PREHIUM BOND5

WE are the largest Dealers in the world in these attractive securities. WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS. We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [886]



### COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibitanting effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you

cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

> BUY IT TO-DAY From any leading Chemist.

### MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai. [714

THE Steamship

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

"WELSH PRINCE."

Consignees of Cargo by the above named vessel

are hereby informed that all Goods are being

landed at their risk into the hazardous and/or

extra hazardons Godowns of the Hongkong and

Kowloon' Wharf and Godown Co., Ltd., Kow-

All broken, chafed, and damaged Goods must

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd Aug. will be subject

All Claims against the Steamer must be pre-

ARNHOLD, KARBERG & Co.,

sented to the Undersigned on or before the

ATITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA

OCHI, MUTABE, HOJO, NAMAZUTA,

SAYO, SHINNEW and KAMIYAMADA,

Collieries.

SOLE AGENTS FOR

KOMATSU Coals.

HEAD OFFICE:-MARUNOUCHI.

TOKYO.

BRANCH OFFICES:-NAGASAKI

MOJI. KARATSU. WAKAMATSU.

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI

Codes, AI, ABC 5th Ed., Western Unior

AGENCIES:—

CHINKIANG: Messrs. GEARING & Co.

As Supplied to the House of

LORDS AND HOUSE OF COMMONS

4.4

**阿尔克斯斯斯克斯克** 

中等 [4] [4] [4] (1] (2] (1] (4] (4] (4]

THE TAT WAS STANTED BY THE LATE EDSETT THERES

OF RESERVOIR END HAS STENSOLD AS IN S SINGS COD

COLE ABBRTS IN

HONG KONG, CHINA & MANILLA:

H. OISHI.

Manager.

No. 2. Pedder, Street, Hongkong.

MANILA: Messrs. MACONDRAY & Co

YOKOHAMA: M. ASADA, Esq.

For Particulars apply to

Hongkong, 9th January, 1909.

KISHIDAKE, MIYAO and KIGYO

be left in the Godowns, where they will be

loon, whence delivery may be obtained.

examined on the 2nd Aug., at 2.30 P.M.

6th Aug., or they will not be recognized.

No Fire Insurance has been effected.

Hongkong, 27th July, 1910.

### NOTICES TO CONSIGNEES

NORDDEUTCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being anded and stored at their risk into the hazard ous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining

undelivered after the 2nd Ang. will be subject All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 2nd Aug., at 9.30 A.M.

All Claims must reach us before the 6th Aug., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned. This Steamers brings Cargo Ex 8.8. "CABOTO" from Vesice. Ex-B.B. "GADO PAES" from Sevilla.

Transhipped at Port Said. NORDDEUTCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 26th July, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

" NUBIA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark

Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within Goods not cleared by the 4th Aug., at 4,P.M.,

and delivery can be obtained as soon as the

will be subject to rent. No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 23th July, 1910.

FROM EUROPE.

THE H.A.L. Steamship

Captain Bahle, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject

 $\cdot$  to rent. All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Aug., at 3 P.M. No Fire Insurance will be effected by us in

any case whatever This Steamer brings on Cargo: Ex s.s. "Ponnsylvania" from New York. Ex s.s. "Sines" from Setubal. Ex 8.8. "Fritz" from Stettin. Ex 8.8. "Käte" from Stettin.

HAMBURG-AMERIKA LINE Hongkong Office [872 Hongkong, 27th July, 1910.

THE NEED OF MEN.

LOBD ROSEBERY'S CALL TO OUR YOUTH.

Lord Rosebery took for the text of his address on character and education, in opening new buildings of Colchester Grammar School the Empire's need of real men.

Having jocularly refused to open the buildings Colchester in early recollection was associated Pressure is highest over twith the oyster. He though that there must be S.W. Japan and the Bonins. something of the bivalve in his own constitution. The oyster, we were told, might be crossed in love; but he did not know of any other impassioned emotions connected with it. The oyster was naturally solitary, naturally reticent, and it was perhaps those qualities that had brought him so constantly in touch with it. (Laughter.)

Education, he proceeded, must provide the mea-who are to gaide our destinies. Not only were the old grammer schools rubbing up the old lamps, but all the great public schools, some, he was serry to say, more slowly, but all with the object of fitting boys for their place in life. "All the nations are endeavouring to fit themselves for the rivalry of race, and the best education we can give is necessary to enable South coast of China between Same as No. 1.

Our nation not to win. but to hold its own in Hongkong and Hainan ... Same as No. 1. the fight. (Cheers.)

"It is melanchely to think sometimes that the enormous mass of the best material, the best manhood in the world which we possess, is really not put to its best use; and has sometimes great difficulty in finding any use at all. Thousands of boys when they come to the age of eighteen and are face to face with the question of what they are to do are unable to answer it, because they have not fitted themselves specially for any thing. To schools like this we have to look that in the future such things shall not be — (" Hear. hear")—that boys shall leave school with some definite end in view, with some definite occupation to which they can betake themselves.

"There is room: I believe, for all the educated youth of Great Britain, room and occupation for all, if not at home, at any rate in the Empire." (Loud cheers.) He did not mean officals alone, though they were constantly increasing in number. "I was thinking, too, of the enormous opportunities in the onter. Dominions of the Crown and in India for the educated youth of the country.

"What we want in England, what I think we shall increasingly want, is men. There is no word that the greatGladstone had so often on his lips as Manhood,' and what he meant was the manhood, the courage, to follow his own conscience and convictions, and to act up to them indpendently of the convictions and persuasions of others. am under the deep persuasion that times are coming, if not come, when real men of manhood were never so much wanted. ("Hear, hear.")

"There is a tendency to impinge upon the liberty of the individual which I think vicious, and which can be effectively resisted only by rearing up men who are men not merely in appearance and talk, but in character and in conluct. (Cheors.) It is essiest in this world to let the stream carry you where it will; it will probably end in the bulrushes, but that is not the way to do good and try to influence your

H thought that this country reared its greatest race from the middle of the sixteenth to the middle of the seventeenth century from the accession of Elizabeth to the Restoration of Charles II. Not only did that period seem to produce the greatest characters in English history, but one had the feeling that the men from the highest to the lowest were of a higher quality than now...

EXTRAVAGANT ADMINISTRATION

GREAT INCREASE IN SALARIES.

While very few members of Parliament object to the increase in the salary of Mr. Burns -only fifteen, including tellers, voted against it—the lightness of heart with which the Liberal Government has since its return to power in 1906 increased the cost of administration is viewed with some apprehension in more than one quarter. When the Unionists left office the Civil Service Estimates stood at £28,614,221. The figure to-day is £42,685,446 an increase of, roughly, fourteen millons. Even if the nine millons due to old-age pension be deducted the balance is a curious commentary on the promises of economical administration and the attacks on the Unionists for their extravagance which formed the subject of so many Radical speeches four and a half years ago. Nor is it importinent to point out that the Government has not been backward in providing offices for its supporters, besides increasing the salaries of the Presidents of the Board of Trade and the Local Government Board. There are indications, too, that presently there will be a movement for "level ing up" the emoluments of the President of the Board of Education, with the result of increasing the scale of pay of all the permanent officials of that Department. Their work will not be more or of greater importancethey may possibly be underpaid now-but the rise will take place because the status of the Parliamentary head has been raised. The Treasury Bench has been added to by the creation of two new offices-the Assistant Postmaster-General and the Secretary to the Board of Agriculture; there are four Junior Lords of the Treasury, instead of the three which a Unionist Government considered necessary; and the Education Department, soon after the Liberals acceded to office, found it impossible to get on without appointing a Permanent Secretary and a Chief Inspector for Wales. According to an admittedly imperfect return presented in April, the immediate result of the legislation of the Liberal Government has been to add more than thousand permanent and temporary Civil Servants, who will cost about £120,000 a yeara cost which, of course, will grow automatically. Beyond this are additions to the Home Office staff, costing about £8,250 a year; the extra expense of the Evicted Tenants (Ireland) Act of 1907 is estimated at £5,000; and with regard to the Irish Land Acts, the return says: "It is not possible even to estimate the number or cost of the efficials appointed in the consequence of the legislation of the present Government." So the before-quoted total of £120,000 only tells half the tale. But economy and democracy seem to be incompatible,

LATEST STEAMER MOVEMENTS.

and the Labour Party particularly are always

asking for more impectors. The late Lord Salisbury was always in protest against this

nassion for leading strings, and predicted that

a time might come when there would be more

British inspectors than inspected Britons.

The I.G.M. str. Goeben, carrying the German Mails with dates from Berlin of the 13th ult., left Colombo on the 30th ultimo p.m. and may be expected here on or about the 10th inst.

WEATHER REPORT.

The Hongkong Observatory yesterday issued NAPER the following report :-On the 1st at 11.55 a.m.—The barometer has risen slightly on the E- coast of Chins, and failon a little on the N.E. coast. The depression is still shown over China to

the Yangtze valley. The depression lying over N.E. Japan until a whole holiday was granted, he said that yesterday is moving away over the Pacific.

Colchester in early recollection was associated Pressure is highest over the Pacific between

Moderate S. and S.W. winds may be expected in the Formosa Channel and along the S. const of China Hongkong rainfall for the 24 hours ending.

at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon

to-day is as follows :---

Hongkong & Neighbourhood Formosa Channel ... ...

South coast of China between Same as No. 1. Hongkong and Lamocks.

derate; fair a

(S. winda.

كالأوراني والمراورة والمراوي والمروورة MARTIN'S APIOL STEEL 4 The Later PILLS A French Remedy for all irregularities. Thousands of Ladice always keep a box of Martin's l'llis in the house, so that on the first sign of any Irregularity of the System a thouly dose may be administered. Those who use thempsecommend them, hence their enormous rais. All Chemiste and Stores sell them throughout the World, or post free 5/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL STEEL PILLS

### '. The World's Family Medicine.

A family medicine is a necessity. The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain. The wise keep the World's Family Medicine always at hand, and this is universally acknowledged to be

A dose taken when allments arise will quickly remove the cause of the trouble, and good health will speedily be restored.

They cleanse the system, tone up and regulate the digestive organs. and stimulate the Liver and Kidneys to healthy action. Always keep Beecham's Pills in

the house, and as occasion requires take a dose and you will enjoy perennial good health.



### LONG HING & CO. PHOTO SUPPLIES.

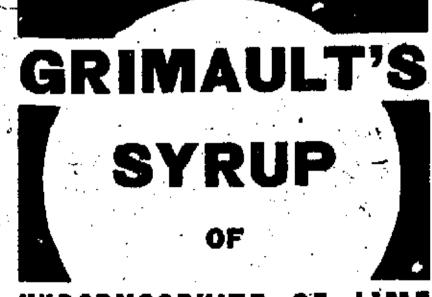
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JET UNPACKED:-FOLDING POCKET CAMERAS, fitted with ZOERZ, GEISS and ROSS LENSES PREMO FILM and PLATE CAMERAS, KODAKS and FILMS.

At Moderate Prices.

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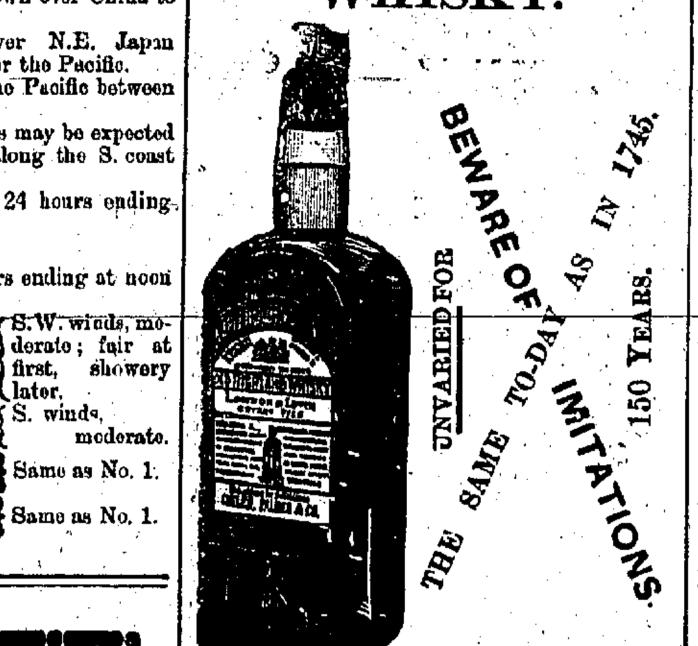
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FOR

STUBBORN COUGHS **BRONCHITIS** WEAK LUNGS CATARRH

CONSUMPTION

JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. S. N. Co.'s str. Devanha left Singapore for this port on the 29th ult., at 4.30 p.m. with the outward English Mails, and is due here to morow at about 6 a.m.

THE AMERICAN MAIL. The P.M. str. China is due to arrive at Hongkong to-morrow at 2 p.m. The P. M. S. S. Co.'s. s.s. Manchuring from

San Francisco, was dispatched from Yokohama en route to Hongkong on the 30th ultime, and may be expected to arrive here on the 8th inst. The T. K.K. str. Uhiyo Maru sailed from San Francisco on the 19th ult., for Hon, kong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due-to-arrive at-this port on the 19th inst.

The P.M. str. Asia sailed from San Francisco on the 26th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd just, THE INDIAN MAIL.

The Apear str. Gregory Apear left Moji on the 30th ultimo morning, and may be expected here on or about the 4th inst. THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of China left Vancouver on the 27th ultimo p.m. for Hongkong via the usual ports of call. MERCHANT STEAMERS.

The N.Y.K. str. Kaga Mara (European Line) left Shanghai for this port on the 29th ultimo, and is expected here to-day. The O.S.K. str. Chicago Mora from Tacoma

left Moji for this port via Manila on the 22nd ultimo, and is expected here to day. The I.G.M. str. Germania left Yap on the 22nd ultimo, and may be expected here to-

-The British str. Buron Innordale left Karatsu for this port, and is due to arrive here to-

The N.Y.K. str. Nikko Maru (Australian Isine) left Nagasaki for this port on the 29th ultimo, and is expected here to-day. The N.Y.K. str. Colombo Maru (Bombay Line) left Singapore for this port on the 28th

ult., and is expected here to-morrow. The N.Y.K. str. Miyazaki Maru (European Line) left Singapere for this port on the 29th ultimo, and is expected here to-morrow.

The H.-A. Linie str. Brisgavia left Muroran on the 26th ultime, and may be expected here to-morrow. The Mogul Line str. Lothian left United

Kingdom on the 10th ultime for Hongkong ria Straits. The str. Ischia left Singapore for this port

on the 29th ult., and may be expected here on or about the 5th inst. The Erg. Hok Fong S.S. Co.'s str. Persia sailed fr. a Gusymas, Mexico on the 14th ult. a.m.; and is expected to arrive here, via Moii.

Japan, about the 7th inst. The N.Y.K. str. Tamba Maru (American Line) left Kobe for this port via Moji and Shanghai on the 29th ultimo, and is expected here on the 7th instant.

The T.K.K. str. Kiyo Maru from South American and Mexican ports, arrived at Yokohama on the 25th ultimo, and is due to arrive here on or about the 16th instant.

### VISITORS AT HOTELS.

Mr. I. M. Mickle

Mrs. J. G. Minor

Mr. H. J. Moree

Nr. R Oates

Mr. E. H. Ray

Mr. R. K. Rodger

Spalding

Mr. J. Spittles

Miss A. Sauare

Mr. S. Stafford

Mrs. F. Tufts

Mr. G. Wolf

KING EDWARD HOTEL.

Mrs. G. E Wolf

Mc. G. Wood

Mr. C. Zenconvich

Mr. H. H. Solomon

Dr. and Mrs. A. D.

Mr. and Mrs. M. L.

Mr. W. W. Trautschold

Thompron.

Mr. A. V. Walker

Mr. J. W. Wheldon

HONGKONG HOTEL. Mr. P. R. Adams Mr. D. Macdona'd Mr. L. S. Adams Mrs. H. L. Marker Dr. O. Marriott Miss N. S. Allen Miss K. A. Massey

Mr. J. I. Androw Mr. J. H. Backhouse Mrs. Cameron Misses.(3) Cameron Mr. F. D. Cheshire Mr. M. O. Clark Mr. W. Creagh Mr. Marshall Darrach Mr. N. B. Dudronec

Mr. and Mr. H. C. Ebrenfels Mr. H. G. Fieber Mr. A. Gaudet Mr. V. Goulbourn Hon. Mr and Mrs. E. A Hewett Mr. J. S. Hood

Dr. S. Hough Mr. W. Jackson Mr. M. Kruger Mr. E. Levy Miss A. Lewis Mr. G. T. Lloyd

Mrs. & Miss B. Baldwin Mr. R. N. W. Nickels Mr. Packer and maid Mr. M. P. Beattie Mr. H. Olsen Mr. E. O. B. ownlow Mr. D. G. Choesman Mr. F. F. Cox Mr. A. C. Elton-Dr. N. Eyl Mr. Heymann Mr. A. Hissink Mr. Kennedy . Misses K J.M. Kenned y

Miss Lepreito

Mr. G. W. McEwen

Mr. & Mrs. D. Munrs

Capt. and Mrs. W. Passmore Mr. W. Pattison Mrs. N. Pearca Mrs. Pellingell Mr. D. Percebois Mr. E. Rigold -Mr. Rossum Mr. F. J. Rowley Dr. Schulz Mr. E. E. Smith

Mr. G. C. Whitelaw

SHIPPING IN PORT.

STEAMERS BARON OCILOY, British str., 2,908, H. H. 28th July-Moji 23rd July, Coal-Bradley

BILBSTER, British str., 2,495, Minto, 28th July -Moji 21st July, Coal-Bradley & Co. Bujun Maru, Japanese str., 1,304, Y. Fuseno. 31st July—Shanghai 24th July, General—Osaka Shosen Kaisha.

CHIHLI, British str., 1,143, Lindberg, 29th July-Hoihow 28th July, General-Butterfield & Swire. CHOWTAI, German str., 1,115, W. Möllermann, 27th July-Bangkok 21st via Hoihow 26th

July, Rice-Butterfield & Swire. Chunsang, British str., 1,418, Allcock, 27th July-Samarang 17th July, Sugar-Jar-dine, Matheson & Co.

CLARA JEBSEN, Ger. str., 1,103, J. Rendixon, 29th July-Hongay 27th July, Coal-Bradley & Co. DERWENT, British str., 1,592, J. Jonkins, 31st July - Saigon 27th July, General-Man

DEVAWONGSE, German str., 1 050, F. Rehivaldt, 18th July-Bangkok 12th July, Rice and Monl-Butterfield & Swire.

DRUFAR, Norwegian str., 1,102, A. Anonsen, 24th July-Bangkok 18th July, General-China-Siam S. N. Co. EMPRESS OF JAPAN, British str., 3,039, H. Pybus, 28th July-Vancouver 6th July,

Mails and General-Canadian Pacific Rail-FUKUI MARU, Japanese str., 3,089, Murakami, 30th July-Moji 25th July Coal-Mitsui Bussan Kaisha.

HAIYANG, British str., 1.362, A. E. Hodgins 31st July-Foochow, Amoy and Swatow 30th July, General—Douglas, Lapraik &

HALIOTIS, Dutch str., 2.047, Zwart, 12th July -Singapore 5th July, Petroleum-Asiatio Petroleum & Co. HANGSANO, British str., 1,356, Wilde, 31st

July-Chinkiang 27th July, General-Jardine, Matheson & Co. HANOI. French str., 630, J. Pannier, 30th July -Haiphong, Pakhoi and Hoihow 24th July, General-A. R. Marty.

HENRIK IBBEN. Norwegian str., 2,900, Smith, 29th July - Portland 25th June and Moji 25th July, Flour and General-P. & A. S.S. Co. Hyson, British str., 4,232, I. A Davies, 17th

July-Shanghai 15th July, General-Buttorfield & Swire. JOSHIN MARU. Japanese atr., 703. Y. Yamo. moto, 30th July-Swatow 29th July,

General - Osaka Shosen Kaisha KALEUKU MARU, Japanese str., 3.070, S. Sille. 27th July-Moji 20th July, Coal-Mitsui Bussan Kaisha. KAISOW, British str., 2,827, K. T. Jones, 21st

July-Kuchinotsu 15th July, General-Butterfield & Swire. KEONGWAL German str., 1.115, Kohler, 30th July-Banckek and Swatow 29th July. Rice and General -Butterfield & Swire.

KIANG CHING, Chinese str., 1,002, Brissander, 24th July-Hankow 19th July, Iron Rails -Tung Lee. Кимісном, British str., 1,215, G. Hooker, 29th July-Tientain and Swatow 28th July,

General—Butterfield & Swire. KWANGSE, British str., 1,203, C. Plunkett Cole, 17th July-Soigon 14th July, Rico-Butterfield & Swire.

KWANGLEE, Chinese str., 1,468, Lincoln, 30th July-Shanghai 26th July, General-C. M. S. N. Co. Kwongsang, British str., 1,428, Richard, 29th July-Shanghai 25th and Swatow 28th

July, General-Jardine, Matheson & Co. LAERTES. British str., 1,350, Frampton, 25th July-Saigon 21st July, Rice and General -Wo Fat Sing. LAIBANG, British str., 3,460. E. J. Tald. 28th

July-Singapore 22nd July, General-Jardine, Matheson & Co. LINAN, British str., 1,250, Williams, 21st July -Shanghai 17th July, General-Butterfield & Swire.

LONGSHIPS, British str., 2842, J. Tasker, 19th July-Moji 13th July, Coal-Bradley &

Manche, French str., 1.881, Gory, 31st July -Haiphong and Quan Chow Wan, Rice and Cotton -- Messageries Maritimes. MONTEAGLE. British str., 6,163, W. Dixon Hoperofh, 25th July-Vancouver via Japan

28th June, Lumber and General-Canadian Pacific Railway Co. ONSANG, British str., 1.234, E. J. Buller, 19th July-Hongay 17th July-Jardine, Matheson & Co.

PARLAT, German str., 1,018, G. Gathemann; 18th July - Bongkok 10th July, Rice-Butterfield & Swire. PHRANANG, Germon str., 1,021, F. v. Mangets-

Rice-Butterfield & Swire. SEANG BEE, British str., 3,720. W. Larkins, 30th July-Singapore 25th July, General

dorff, 20th July - Bangkok 14th July,

Siam. Danish str., 3,875, F. D. Carlson, 31st. July -Vladivostock 23rd July, General-Melchers & Co. THAN, American str., 574, D. Pajo, 31st July-Manila 27th July, Sugar-W. B.

Suisand, British str., 1,234, Picknell, 26th July-Chinwantao 21st July, Coal-TAISANO, British str., 1,544, G. F. Matthews,

27th July - Saigon 23rd July, Rice-Jardine, Matheson & Co. TEAN, British str., 1,346, A. W. Onterbridge, 29th July-Manila 26th July, General-Butterfield & Swire.

TJIKINI, Datch str., 1,234, H. Koops, 24th July-Batavia 26th June and Macassar 15th July, General-Javo-China-Japan

VESTFOLD, Norwegian str., 1,172, Bertelson, 31st July-Bangkok via Swatow 30th July, General—Order. YANGISZE, British str., 4.149, Jos. Rulford

25th July -Liverpool and Singapore 19th July, General -Butterfield & Swire. SAILING VESSEL. ARROW, British barque, 2,971. McIver, 20th May-Anjer 8th April, Kerosene Oil-Standard Oil Co.

LAWHILL, British barque, 2,749. J. C. B. Jarvis, 27th July-Standard Oil Co.

KINGSOLHER PRIVATE FIOTIL. Comde. & Mrs. Acton & Mr. W. B. Tindal King Mr. & Mrs. A. C. Logan maid Consul J. M. Macedo Mr. J. F. Macgregor Mr. E. Arndt Lt. J. S. Arwine, U.S.N. Mr & Mrs C.C. Mackee Mrs. J. S Arwine and children Mr & Mrs L D. Mandell Dr. Black Master Mandell Mr. C. M. Meyer Mr. R. S. Morrison Mr. J. A. Offor Mr. Cocker Mr. Wm. Pittendrigh :--Mr. P. Sid nham Dixon Mr. J. Robertson Mr. & Mrs. D.E. Donnelly Mrs. G Sachsa Mr. J. G. S. Gausden Miss K. Sachse Mr. & Mrs. G. Gordon Capt. & Vrs Schultzen

Capt & Mrs. Premer Mr. W. F. Brewer

Mr. E. J. Chapman Mr C. L. Gorham Mr. A. J. Smith Mr. H. Hoffman Mr. & Wrs Tibbs Mrs F. N. James Mr. B. Webb Dr. P. J. Kelly Mr. J. W. Wilson

FORTHCOMING EVENTS. Tuesday, 2nd August - Auction of Crown Land at Public Works Dept., 3 P.M. Saturday, 6th August -- Fourth Meeting of the Hongkong Gymkhana Club, at Happy

Tuesday, 9th August-Eighty-Eighth Ordinary. Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon. Thursday, 11th August -Auction of Valuable Leasehold Property at Sale Room, by

Mr. Geo. P. Lammert, 3 P.M. Friday, 12th August-Auction of Valuable Learehold Properties at Sale Room, by Mr. Geo. P. Lammert, 3 P.M.

### ARRIVALS.

AUSTRALIEN, French str., 3,543, C. L. C. Monton. 1st August-Marseilles 3rd July, Mails and General-Messageries Maritimes. CHENAN, British str., 1,350, L. Jones, 31st July-Shanghai 28th July, Gonoral-But-terfield & Swire.

CHILDAR, Norwegian str., 1,102, H. Nielsen, 31st July-Bangkok 25th July, Rice-Anguard, Thoresen & Co. FOOSBING, British str., 1,423, C. B. Tweedie,

31st July - Java 22nd July, Sugar - Jardine, Matheson & Co. HONGKONG, French str., 739, A. Cornelionson, 1st August—Haiphong 29th July, General -A. R. Marty.

KURICHOW, Pritish str., 1st Aug. - Canton ... KUMANO MARU, Japanese str., 3,147, M. Winckler, 1st August-Melbourne 6th July, General-Nippon Yusen Kaisha. Kwonesano, British str., 1st Aug.-Canton. Stherma, American str., 5,655, A. Zeeder, 1st Aug.-San Francisco 28th June, General

-P. M. S.S. Co. SIGNAL, German sir., 940, J. Loersen, 1st August-Strails 16th July, General-Jebsen & Co. SINGAN, British str., 1,047, F. Jamieson, 1st

August-Haiphong 30th July. General-Butterfield & Swire. ZAFIRO, British str., 1,618, R. Rodger, 1st August-Manila 30th July, Hemp, Sugar and General-Showan, Tomes & Co.

> CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 1st August.

Fukut Maru, Japanese str., for Singapore. Lawhill, British barque, for New York. Beang Bee, British str., for Amoy,

#### DEPARTURES.

1st August. Austration French atr. for Shanghai. HANGBANG, British str., for Canton. KWANGTAH, Chinese str. for Shanghai. LOOSOK, German str., for Bangkok.

SHIPPING REPORTS. The British str. Singan reports: Light Southerly winds, fine and clear weather.

August 1st Kowkoon Dock.-Houn the. Gloria, Shunlee, . Paklat, Ulv, Drufar, Lawhill. Paul Bean. COSMOPOLITAN DOCK. - Johanne. TAIKOO DOCK-Union, Phranang Tjikini, Siberia. Chowlai.

VESSELS IN DOCK.

#### - PASSENGERS

ABRIVED. Per Singari, from Haiphong, Mr Ling. Per Manche, from Haiphong, Mr and Mrs Salabelle, Mr Lecomte, Mr and Mrs Seyen-decker, Mr Mazzolani, Mr Rusen and Mr Caire. Por Kumano Maru, from Australia, for Hongkong, Mr S. H. Cook, Mr J. S. Hord, Mrs F. Starkey, Mr C. Tudor, Mr and Mrs Entickuap and child; for Kobe, Mr G. Hardy, Mr and Mrs J. L. Jenson; for Nagasaki, Mrs Yokohama, H. M. Cumming, Lieut, J. Fuhner, Mr P. F. Hadow, Mr and Mrs Schellnbacher, Mr J Ishikawa and F. Lara.

Per Australien, for Hongkong, from Marseilles, Mr Thiroux de Gurllien, Lt. de Vaiss, Mr Levy and Mr E. W. Grey; from Saigon, Mr and Mrs R. C. Edwards and infant, Mrs Page and 2 aniah. Mr R. C. Peseio, Mr R. P. Escoffen and Mr Vindargo; for Shanghai, from Marseilles, Mr Noel Faury, Mr Cecile, Paul and Mr Sie; from Batavia, Capt. Kroesey Capt. Spruzt; from Singapore, Miss Damper and Miss Mary; for Kobe, from Batavia, Mr Nanie; for Yokohama, from Bombay, Messrs Hommy and Herbert; from Batavia, Messrs Ottone and Wagner; from Singapore, Mr Wallace.

Per Siberia, for Hongkong, from San Francisco, Miss M E. McLellan, Miss M. Daniels, Mr B. Reamey, Judgo and Mrs J. M. Lassing, Master Lassing; from Kobe, Mrs J. Cameron, Miss E. Cameron, Miss C. Cameron and Miss M. Cameron; from Manila, Mrs C. R. Burke, Mr W. Bullard, Mr A. Bridle, Mrs L. E. Courtland, Miss W. Courlander, Miss M. W. Creagh, Mr J. M. Dickinson, Jr., Mr M. Darrach, Mr C. F. Kennett, Mr C. C. Kinne, Bliss Anna Lewis, Mrs R. C. Morgan, Mrs H. L. Marker, Mr C. W. Olson, Miss N. S. Allen, Mrs E. C. Ewell, Mr W. L. Grauberg, Mr and Mrs C. M. Lovsted, Mr J. Maingand, Mr H. P. Robinson, Miss F. V. Rodgers, Miss H. Jobyue, Mrs F. Tufts, Mr and Mrs A. Scale, Mrs Geo. E. Wolf, Mrs G. W. Wright and Mr W. D. Miller.

### VESSELS PASSED ANJER.

July 1, British str. Clan Matheson, Beer, from Delagoa Bay for Batavia. July 1, Dutch str. Bali, Schnurman, from Amsterdam for Batavia.

July 2, British str. Paron Napier, from July 7. Dutch str. Timbora, Le Clerca, June 4, from Rotterdam for Batavia.

July 7, Dutch str. Gaentaer, Putte, July 7, from Batavia for Rotterdam. July 8, British str. Apollo, Reay, from Durban for Batavia.

July 8, British str. Clan Robertson, Ody, from Biera for Batavia. July 9, British str. Claremont, Thomas, July 9, from Batavia for Port Said. July 10, British str. Brookby.

July 11, British str. Austriana. July 12, British str. Queda, Coope, July 12, from Batavia for Tjilatjap. July 18, German str. Lothringen, Dirks, July 12, from Batavia for Marseilles.

July 18, British str. Oopack, Barber, June 3. from Amsterdam for Batavia. July 18, British str. Islander, Deans, July 16, from Singapore for Christmas Island. July 19, British str. Ula, from Colombo

for Samarang. STEAMERS PASSED THE CANAL.

July 5th-Benlawers, Carnarvonshire, Muncaster Castle, Sambia, Titan. 8th-Diomed Miyasaki Maru. 12th—Speçia, Vorwaerts. 15th—Hector, Indrawadi, Pera, Senegambia, Suruga, Teenkai. 17th—Bendoran, Borneo, Glenavon, Goeben, Hellas, Liberia, Socotra. 22nd—Atholl, Kitano Maru, Ville de la Ciotat, Yorck, Anhalt. 26th—Ching Wo, Laertes, Yunnan, Indravelli. 29th—Ambria, Armand Behic, Deucalion, Kawachi Maru, Meinam, Persous, Suovia, Syria, Badenia. ..

To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchering nearest Kowloon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section. SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

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	DESTINATION,	Vessel's Names.	FLAG & RIG	BERTP.	CAPTAIN.	FOR PREIGHT APPLY TO	TO BE DESPATCHED
							· A ·
:	LONDON, &c., VIA USUAL PORTS OF CALL				Owen Jones, R.N.R.	P. & O. S. N. Co	On 6th inst., at Noon.
	LUNDON & ANTWERP VIA SINGAPORE, &c	POONA			A. F. Vine, E.N.R.	P. & O. S. N. Co	On 10th inst., at 3 P.M.
	LONDON, ROTTERDAM & ANTWERP ROTTERDAM, HAMBURG & ANTWERP. &c	CARDICANSHIRE	/	)	W. O. Tyers	JARDINE, MATHESON & CO., LD HAMBURG-AMERIKA LINES	About 13th inst. On 9th inst.
,	COPENHAGEN & ST. PETERSBURG	Indien		,			End of Aug.
•	HAVRE & HAMBURG VIA STRAITS, &c		Ger. ser	k. w.	v. Dohren	HAMBURG-AMERIKA LINES	On 13th inst.
	HAVRE, & HAMBURG VIA STRAITS, &c HAVRE & HAMBURG VIA STRAITS, &c	SLAVONIA	Ger. str	k. w.	Fore	HAMBURG-AMERIKA LINIE	On 20th inst.
.	ANTWERP & HAMBURG VIA STRAITS, &c	Brisgavia			Faas Schwinghammer		On 10th Sept. On 5th inst.
	MARSEILLES. &C., VIA PORTS OF CALL	Eunest Simons	Fren.str.	·	Girard	Messageries Maritimes	To-day, at 1 P.M.
	MARSEII LES, LONDON & ANTWERP, VIA SINGAPORE, &C.	KAGA MARU	Jap. str		M. Hagino	Nippon Yusen Kaisha	To-morrow, at Daylight
۱ ا	Marseilles, London & Antwerp via Singapore,&c. Marseilles, London & Antwerp via Singapore,&c.	++1	Jap. str. ,,,	_	Wm Thomson	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M. On 17th inst., at D'light
	MARSEILLES & HAMBURG VIA STRAITS &c.	BAXONIA			Bahle	HAMBURG-AMERIKA LINIE	On 31st inst.
	NAPLES, GENOA, ALGIERS, GIBRALTAR, &C	Kleist	Ger. str	, <del></del>	O. Pahnke	Метенева & Со	On 10th inst., at Noon
٠.	TRIESTE, &c., VA SINGAPORE, &c	SILEBIA	Aus. str		E. Radonicich	SANDEE, WIELER & Co	On 27th inst., P.M.
	NEW YORK BOSTON & NEW YORK VIA PORTS & SUEZ CANAL					Carlowitz & Co Shewan, Tomes & Co	About 6th inst.
t	VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN				CANADIAN PACIFIC B. Co	On 6th inst., at 6 P.M.
	VANCOUVER VIA SHANGHAI, JAPAN, &c	MONTEAGLE		1	II to Themal	CANADIAN PACIFIC R. Co	
;	VICTORIA, VANCOUVER, B.C., TACOMA, &c VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.	REDHILL	Brit. str Jap. str	1 '	H. E. Dowall	Manager Warmer Warmer	On 23rd inst On 13th Sept., at 4 P.M.
-	VICTORIA, BC, & SEATTLE VIA KEELUNG, &c			'h	K. Sato	Nippon Yusen Kaisha	On 16th inst., at 4 P.M.
٦	TACUMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str	<b>;</b>	I. Goto	OSAKA SHOSEN KAISHA	On 10th inst., at Noon.
۱.	CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c AUSTRALIAN PORTS VIA MANILA	KIYO MARU			M, Yegi		On 25th inst, at Noon. On 5th inst., at Noon
	AUSTRALIAN PORTS VIA MANILA	NIRKO MARU PRINZ WALDEMAR			F. Iseke	MELCHEES & Co	On 13th inst., at D'light
ţ	AUSTRALIAN PORTS VIA MANILA	TAIYUAN			L. Dawson	Description of Granes	On 31st inst., at 4 P.M.
۲	AUSTRALIAN PORTS VIA MANILA	Kumano Maru	1	•	M. Winckler	NILPON YUSEN KAISHA	On 2nd Sept., at Noon.
Ì	YOLOHAMA AND KOBE	MIYAZARI MARU PRINZ SIGISMUND			T. Murai D. Lenz	Melchers & Co	On 4th inst., at Noon.  About 23rd inst.
	NAGABARI, KOBE & YOKOHAMA	Kumano Maru			M. Winckler	Nippon Yusen Kaisha	A ST
	JAPAN				Zwart	JAVA-CHINA-JAPAN LIJN	
	CHEFOO & NEWCHWANG	NANCHANG CHIPSHING			Kenzie F. Mooney		On 8th inst, at 4 P.M. On 5th inst., at Noon
,	SHANGHAI	· ·		L	F. Wheeler		
•	SHANGHAL MOJI & KOBE	COLOMBO MARU	Jap. str		E. Combes	NIPPON YUSEN KAISHA	To-morrow
İ	SHANGHAI VIA SWATOW. AMOY & FOOCHOW	Bujun Maru		·-	Y. Fuseno	OSAKA SHOSEN KAISHA BUTTERFIELD AND SWIRE	On 4th inst., at 10 A.M. On 4th inst., at 4 P.M.
1	SHANGHAI	CHENAN DEVANHA		1		P. & O. S. N. Co	<b>.</b>
굨	SHANUHAI	HANGSANG			A. E. Sandbach	Jardine, Matheson & Co., Ld	On 5th inst., at Noon
-	SHANGHAI, NAGASAKI KOBE & YOKOHAMA	GOEBEN				MELCHERS & Co	
	SHANGHAI, MOJI, KOBE & YOKOHAMA SHANGHAI, KOBE & YOKOHAMA	PERA			I TY TY COURS, E.R.B.	P. & O. S. N. Co HAMBURG-AMERIKA LINIE	
-	SHANGHAI KOBE & YOKOHAMA	SALAZIN	Fren.str			MESSAGEBIES MARITIMES	On 15th inst., P.M.
	SHANGHAL KUBE & MOJI	FOOKSANG	j Brit. str			JARDINE, MATHESON & Co., LD.,	
	SHANGHAI, KOBE & YOKOHAMA	ALESIA	Dan str	k, w.		HAMBURG-AMERIKA LINIE	
Ţ	SHANGHAL	Trikini	Dut str	_	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch
	ANPING VIA SWATOW-& AMOY	JOSHIN MARU	<u> Ј</u> ар. str		Y. Yamamoto	. Osaka Shosen Kaisha	. To-morrow, at 10 a.m.
-	SWATOW, AMOY & FOOCHOW		Brit. str	2 h	1 •	DOUGLAS LAPRAIK & Co	E
,	SWATOW, CHEFOO & TIENTSIN	HAIMUN	Brit. str			BUTTERFIELD & SWIRE	_ · · · -
	SWATOW. AMOY & FOOCHOW	HAICHING	Brit. str	2 h	W. C. Passmore	DOUGLAS LAPRAIR & Co	
_	SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str	2 5.		Douglas Laprain & Co	
	MANILA	Loongsang	Brit. str.	lm.		Jardine, Matheson & Co., Ld.,	. To-day, at 3 P.M On 5th inst., at 4 P.M.
	MANILA	ZAFIRO	Britstr		A. Fraser	SREWAN TOMES & Co	On 6th inst., at Noon.
,	MANILA	YUENSANG	Brit. str	-	, <u> </u>	Jardine, Matheson & Co., Ld.	
	MANILA	Rubi	till, all	-		Butterfield & Swife	
•   •	KUDAT & SANDAKAN	BORNEO	Ger. str		F. Sembill	MELCHERS & Co	End of Aug.
.	BOMBAY VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.		Teranaka	Nippon Yusen Kaisha	On 9th inst.
•	SINGAPORE, PENANG & CALCUTTA BATAVIA, CHERIBON, SAMARANG, &c	TJIMAHI	Dut. str	_		JAVA-CHINA-JAPAN LIJN	
,	DELTE LIE, CHIERRICH, DEREGIMENCE (10, 11, 1)	# W # # # # # # # # # # # # # # # # # #		·			
·							

#### F. Midzuta and Mrs M. Yamaguchi; from NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL LINES.

	POR .		STRAMERS	Tons	TO SAIL	
	NAPLES, GENOA, GIBRALTAR, SOUT ANTWERP & HAMI	HAMPTON, {	KLEIST" Capt. O. PAHNKE	17,000 {	Wed'day, 10th Aug., at Noon.	
•	SHANGHAI, NAGARA and YOKOHAMA	KI, KOBE}* "	Capt. G. BOLTE		About 10th Aug.	
	MANILA, YAP, NE SAMARAI, BRISBAN and MELBOURNE	WGUINEA, E, SYDNEY	RINZ WALDEMA Capt. F. Iseke,	R " {	Saturday, 13th Aug., at D'ligh	t
ı. L	чоконама & ков	E	RINZ SIGISMUND Capt. D. LENZ	," .6,000 . {	About 23rd August.	
, , ·	KUDAT and SANDAK	AN} "	BORNEO Capt. F. SEMBII	5,050	End of August.	
	· ·					

\* Fitted with wireless Telegraphy New System of Telefunken. For further Particulars, apply to

> NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 2nd August, 1910.

### THE BANK LINE

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

### VICTORIA. VANCOUVER. TACOMA & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Топъ.	Captain.	To Sail on or About.
REDHILL	6,232 4,362	H. E. Dowall F. S. Cowley G. B. McGill J. Boyd	23rd August. 27th September. 20th October. 20th November.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

#### PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

Hongkong, 29th July, 1910.

DODWELL & CO., LIMITED, GENERAL AGENTS. Queen's Buildings:

### MESSAGERIES MARITIMES

### FRENCH MAIL LINES.

MM

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

TO SAIL. "ERNEST SIMONS"

SHANGHAI.

On 2nd Aug., MARSEILLES, VIA PORTS Capt. Girard 1 P.M. "SALAZIE" SHANGHAI, KOBE On 15th Aug., P.M. Capt. X "POLYNESIEN" **ТОКОНАМА** ... ... ... On 16th Aug., MARSEILLES VIA PORTS Capt. Brune 1 р.м.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. THOMAS, AGENT, Queen's Building. Hongkong, 21st July, 1910.

#### CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" SAr., 6th Aug. From St. John, N.B. From Quebec.

"ALLAN LINE" FRIDAY, 2nd Sept. "MONTEAGLE" TUESDAY, 16th Aug. "EMPRESS OF CHINA" SAT., 27th Ang. "EMPRESS OF BRITAIN" Fai., 23rd Sept. "ALLAN LINE" "EMPRESS OF INDIA" SAT., 17th Sept. FRIDAY, 14th Oct. "EMPRESS OF IRELAND"FRI., 4th Nov. "EMPRESS OF JAPAN" SAT., 8th Oct. "MONTEAGLE" TUESDAY, 8th Nov.

> Steamships leave HONGKONG at 6 P.M. " Empresa" at 12 Noon. "Monteagle

FIGHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier

#### VESSELS ON THE BERTH

THE PENINGULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON!

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PEESIAN GULF, CONTINUENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"

Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Mongolya," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bilk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer \_ proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 18th September, 1910. Parcels will be received at-this-Office until-4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT. Superintendent. Hongkong, 25th July, 1910.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO

FOR BOSTON & NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.) On or about 6th "WRAY CASTLE." August. For freight and further information

apply to-SHEWAN, TOMES & Co., General Agents. Hongkong, 13th July, 1910.

"SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

-"CARDIGANSHIRE," Captain W. O. Tyers, will be despatched as above on or about 13th August.

For Freight or Passage, apply to JARDINE, MATHESON & Co, Ltd.,

Hongkong, 25th July, 1910. FOR NEW YORK.

(With Liberty to Call at the Malaboar Coast),

HE Steamship

"ALBENGA!" Captain Lorenzen, will be despatched to the above Port, on or about the 17th August. For Freight apply to CARLOWITZ & Co.,

Hongkong, 26th July, 1910.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG CALCUTTA, COLOMBO, ADEN. SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

apply to

"SILESIA." Captain Radonicich, will be despatched as above on SATURDAY, the 27th inst., P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co., Agents. Princes' Buildings. Hongkong, 1st August, 1910.

SPECIAL

BLEND

WHISKY



SHIPPERS Gutler, Palmer & Go., London,

AGBNTS HONGKONG.

### EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATICC ... LD

# GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. DATE OF SAILING. STHAMERS DESTINATION

"YEDEO" SHANGHAI, YOKOHAMA and KOBE COPENHAGEN and ST. PETERSBURG "INDIEN" ..... End of August.

For Further Particulars suply to MELCHERS & CO., Hongkong, 30th July, 1910. AGENTS.

### DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

AND RETURN. Occupying 9 to 10 Days). STEAMSH IPS

Hongkong, 30th July, 1910.

LEAVING. "HAIYANG" Capt. A. E. Hedgins TUESDAY, 2nd Aug., at 10 A.M. Capt. W. C. Passmore... " HAICHING " 5th Aug., at 10 A.M. FRIDAY. Capt. J. W. Evans "HAITAN" TUELDAY, 9th Aug., at 10 A.M. SWATOW AND

(Occupying 3 Days). Capt. A. H. Stewart WED'DAY, 3rd Aug., at 10 A.M

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed. For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAIDINGS FROM HONGKONG (SUBJECT TO ALTERATION.) STRAMERS. SHANGHAI ...... "KWONGSANG" Tuesday, 2nd Aug., Noon. SINGAPORE, PENANG & CALCUTTA" LAISANG" ..... Thurtday, 4th Aug., Noon. + SHANGHAI ... "HANGSANG" ... Friday, 5th Aug., Noon. \* TIENTSIN

"CHIPSHING" Friday, 5th Aug., Noon.

"MANILA

"MANILA

"YUENSANG" Friday, 12th Aug., 4 P.M.

"YUENSANG" Friday, 12th Aug., 4 P.M.

"SHANGHAI, KOBE & MOJI "FOOKSANG" Friday, 19th Aug., Noon.

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS. The Steamers "Kutsang." "Namsang " and "Fooksang " leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. \* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on through Bills of Lading to Yangtese Ports, Chefoo, Tientain & Newchwang

Telephone No. 215, Sul. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 2nd August, 1910. GENERAL MANAGER

DESTINATIONS.	
	K
MARSEILLES, LONDON and ANTWERP, via SINGA-	<b>=</b> ‡
PORE, RENANG, COLOMBO and PORT	

**ЧОКОНАМА** ...

WED'DAY. 3rd AGA MARU Aug., at Daylight Capt. M. Hagino, 7,000 WED'DAY, 9th WAKASA MARU Aug., at 4 P.M. Capt. N. Nielsen. ATSUTA MARU WED'DAY, 17th Capt. Wm. Thomsen, 9,000 J. Aug., at Daylight

6.000 Aug., at Noon.

§ KAMAKURA MARU 18 TURDAY, 13th VICTORIA B.C. & SEATTLI Aug., from Kobs. Capt. J. Nagao,

VICTORIA, B.C. and (§ TAMBA MARU TUESDAY, 16th SEATTLE, via KEELUNG Aug., at 4 P.M. 7.JO0 1 Capt. K. Sato, SHANGHAI, MOJI, KOBE, AWA MARU YOKKAICHI, SHIMIZU and TUESDAY, 13th Sept., at 4 P.M. Capt. S. Ishikawa. Токонама ... ... SYDNEY and MELBOURNE, NIKKO MARU FRIDAY, 5th Aug., at Noon. via MANILA, THURSDAY Capt. M. Yagi, ISLAND, TOWNSVILLE KUMANO MARU \FRIDAY, 2nd Sept., and BRISBANE Capt. M. Winckler. at Noon. nagasaki, kobe KUMANO MARU WED'DAY, 3rd

SHANGHAI, MOJI and JI COLOMBO MARU WED'DAY, 3rd Capt. E. Combes, August. 5.000 MIYAZAKI MARU KOBE and YOKOHAMA THURSDAY, 4th Capt. T. Murai, Aug., at Noon.

Capt. M. Winckler.

BOMBAY via SINGAPORE (\* BOMBAY MARU TUESDAY, 9th and COLOMBO Capt. Teranaka. August, 5.000

#### SUMMER CHEAPEST RATES BETWEEN

HONGKONG AND JAPAN PORTS. Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

\$120 **\$110 \$100 \$90** 1st CLASS \$ 80 \$ 70 \$ 60 **\$50** 

With Optica of rail between Calling Ports in Japan.

== Calling at Saigon. 5 Fitted with New System of Wireless Telegraphy. I Cargo only. Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHEEN and NORTHEEN PACIFIC BAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Boad.

KUSUMOTO, Hougkong, 1st August, 1910. MANAGER [13—125



For Freight or Passage apply to

Hongkong, 1st August, 1910.

STEAMSHIP

ZAFIRO

STEAMSHIP COMPANY, LIMITED.

Tons. CAPTAIN SAILING DATE. FOR On 6th Aug., Noon. Manila 2540 | A. Fraser ... On 13th Aug., Noon. 2540 B. Rodger ...

SHEWAN, TOMES & Co., General Managers. [12]

# REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

### SERVICE.

RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico.

Tons. LEAVES. (Gross reg.) "CHICAGO MARU" WED'DAY 10th Aug., at Noon WED'DAY, 7th Capt. H. Yamamoto Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels, Special attention

#### HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVIOR

FOR	STEAMERS	LEAVES,
ANPING VIA RWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 3rd Aug, at 10 A.M.
HANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 4th Aug.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of August and September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION. HONGKONG-NANKING, RETURN.

3rd Class. \$27.00. 1st and 2 d Class Passengers have the option of travelling by Rail between Shanghai

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA. MANAGER .

### THOS. COOK & SON TOURIST, STEAMSHIP & FORWARDING AGENTS,

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS TOURS arranged to ALL PARTS of the WORLD.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION OF 1910.

Head Office for the Far East 16, DES VŒUX ROAD, HONGKONG.

Japan Office.
32. WATER STREET, YOROHAMA.

Made from distilled water only. Quadruplicate Absolute purity assured. Plant open filtration. to inspection at all times.

## ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

### VESSELS ON THE BERTH

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to Persian

GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.) THE Steamship

"ISCHIA," Captain Belsito, will be despatched as above on FRIDAY, the 12th inst., at 3 P.M. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents. Hongkong, 1st August, 1910.

THE TIENTSIN LIGHTER CO., LD. LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of Steamers and Lighterage between Taku Bar and Tientsin. DOCK AND ENGINEERING YARD,

Tongku. Estimates for all Classes of Engineering and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to-BUTTERFIELD & SWIRE, Managers,

Tientsin. Hongkong, 27th July, 1910.

### LABUAN COAL,

OTICE-THIS COAL can only be obtained from THE LABUAN COAL-FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

### HONGKONG TIDE TABLE.

From July 31st to August 6th, 1910.

HIGH WATER.							LOW WITER.				
Day of Weeks. Day of Month		Houghong Mean Time.		Не	Height		Hongkong Mean Time.		Height.		
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HONGKONG METEOROLOGICAL. REGISTER

Honokona Observatory, Anonot les

Temperature	Previous Day at 4 p.m.	On Date at	On Date	
Barometer	29,67	29.75	29.66	
Temperature ***	88	86	88	
	60	77	68	
Wind Direction	SW	West	8W	
Louis	1	1	3	
Weather	8	ō	0.	
Bain				

Highest open air Temperature on 31:t..... 90 Lowest open air Temperature on 31st.

### MUSICAL INSTRUMENTS STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS. ALUMINIUM MANDOLINES FOR HOT CLIMATES. NOVELTIES OF FITTINGS and STRINGS.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY. For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

No late fee.

Wednesday, 3rd, 3.00 P M

sence supplied

#### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Boute to EUROPE.

The Deranka, with the English mail of the 8th July, left Singapore on Friday, the 29th inst., at 4.30 pm., and may be expected here on Wednesday, the 3rd proxime, at daylight. This pucket brings the parcel mails closed in London for despatch by the all sea route on the 29th June, and for despatch overland on the 5th July.

2nd, 10.00 A M Kwongsang EUROPE, &c., India via Tuticorin (Late Letters 11.00 a.m. to Noon. Extra Postage 10-cents) ... fee of 10 cents, up to Ernest Simons ... Letters posted in all the Piller Boxes in time for the first clearance will be 10.45 A M.) Registration, Kowleon included in this contract mail. ... 10.00 д м

... 11.00 A M Letters 2nd, 1.15 P M 2cd, 2.00 P M 2nd, 4.00 P M Batavia, Samarang and Soural ava . 5.00 P M Singapore, Penang and Colombo 2nd. 5.00 P M Holhow, Singapore and Bangkok Wednesday, 3rd, 8.00 A M Quang Chow Wan and Haiphong Munche Wednesday, 3rd, 9.00 A M Wednesday, 3rd, 11.00 A M Nagasaki, Kobe and Yokohama... Kumano Maru Wednesday, 3rd, 11.00 A M Singapore, Penang and Calcutta

There are FANS and FANS but the FREEZOR FAN is the Best and better still if i has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans

Gas driven Fans Ozonator Electric current is  $\mathbf{not}$ available, or Battery and Electric Accumulator Fansfor the Outports. Anything to. keep cool but the " OZONATOR '

Globe and Sponge can be fixed to the guard of any fan at little cost, fluid  $\mathbf{the}$ Ozone can be obtained at any of the Pharmacies. One bottle of concentrated es-

indespensible. For Particulars and Prices Ring up Electrical Dept. 358. WILLIAM C. JACK & CO., LTD., 14, Des Your Road, Hongkong. [40-

# CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS LONDON, INDIA, CHINA, JAPAN AND AUSTRALJA. ESTABLISHED 1815.

LONDON ADDRESS:

, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY \*\*

has caught on,

and will soon be

(A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL WHISKY, JOHNNIE WALKER'S) OLD HIGHLAND

WHISKY, DO. WHITE LABEL-WHISKY, C. P. & CO.'S "SPECIAL

BLEND" PORT WINE, INVALIDS

PORT WINE, DOURO SHERRY, LA TORRE SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSEN HONGKONG AGENTS. The Smoking Mixture of Many Merits.

## WILLS'S

# CAPSTAN MIXTURE



Skilfully blended of carefully selected growths of Leaf, it will be found perfect in combustion and a delightfully cool and sweet smoke of delicate aroma.

" Let those smoke now who never smoked before

And those who always smoked now smoke the more."

MEDIUM STRENGTH

Mild, Medium and Full Strengths.

SOLD EVERYWHERE.

### COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS

l	,		July Joth.
i	ОN	London:-	
		Tolegraphic Transfer	1/9ł
	,	Bank Bills, on demand	1/9-2
		Bank Bills, at 30 days' sight.	1/98
: j		Bank Bills, at 4 months' sight	1/0_7
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:		Documentary Bills 4 months' a	ichti 9a
46	On	PARIS:-	(Repaired
٠.	. •••	Bank Bills, on demand	224
		Credits, at 4 months sight	2271
	-On-	GERMANY:-	
		On demand	1911
	ON	New York:	1012
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	·.	Credits, at 60 days' night	30F 1NN
	ON	BOMBAY:	44B
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		Bank, on demand	177
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	RA	B Silver, per oz.	945
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#### SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 29TH, 1910.							
Втоска,	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA			
Anks.—				00E0 1			
-Hongkong & Shanghai-Bank-Corporation	120,000-	3125	all	\$950, huyars £89 10			
National Bank of China, Limited	99,925	£7	£6	376, buyers			
ell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers			
hina Borneo Company, Limited	60,000	812	\$12	\$91, sellers			
	50,000	\$10					
hina Light and Power Company, Limited.	50,000	\$1	\$1	\$1.40, sellers			
hina Provident, Loan & Mortgage Co., Ld	200,000	\$10	\$10	\$81, sellers			
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 120.			
Hongkong Cotton Spinning Co., Ld	125,000	\$10	\$10	\$41, buyers			
International Cotton Manufing Co., Ld. Laou-Kung-Mow C. Spin.& Weav.Co., Ld	10,000	Tla. 75 Tls. 100	Tls, 75 Tls, 100	Tis. 571.			
Soy Chee Cotton Spinning Co., Limited	8,000   2,000	Tls. 500	Tls, 500	Tls. 70. Tls. 240.			
airy Farm Company, Limited	40,000	\$7 <u>3</u>					
OCKS AND WHARVES.	<b>.</b>	សំនេ	\$6	\$19, buyers			
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	\$50	all	\$52½, buyers			
Hongkong and 'Vhampon Dock Co., Ld.	50,000	<b>8</b> 57	all ec:	1494, buyers			
New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld	10,000 55,700	\$6 <del>4</del> Tis. 100	\$63 Tls. 100	\$9, sellers			
Shanghai and Hongkew Wi arf Co., Ld.,	36,000	Tls. 100	Tis. 100	Tis. 118.			
marials & Co. Limited	18,000	\$25	<b>\$25</b>	310, sellers			
transport of the control of the cont	· · ·	-					
reen Island Cement Co., Limited	400,000	\$10	\$10	\$64, sellers			
ongkong and China Gas Co., Limited	7,000 60,000	£10 310	all S10	\$205,			
ongkong Electric Co., Limited	12,000		\$10 \$50	5194, buyers 5104, seliers			
ongkong Hotel Company, Limited	8,000	\$50 <b>}</b>	<b>≵25</b>	\$82, sellers			
ongkong Ice Company, Limited	5,000	\$25	all	\$135 buyers			
ongkong Rope Manufacturing Co., Limited	<b>60,000</b> .	\$10	ail	<b>‡21.</b>			
SUBANCES.— Canton Insurance Office Co., Limited	10,000	\$250	850	\$170, sellers			
China Fire Insurance Co., Limited	20,000	\$100					
China Traders Insurance Co., Limited	24,000	\$83.33	r - , ,	\$87 <u>3</u> .			
Hongkong Fire Insurance Co., Limited North China Insurance Co., Limited	8,000	\$250 £15					
Union Insurance Society, Limited	10,000 12,400	£15 \$250		Tis. 115, buyen \$850.			
Yangteze Insurance Association, Limited	12,000	\$100	\$60				
ANDS AND BUILDINGS.—			2122	0-00 17			
Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.	50,000	\$100 i					
Kowleon Land and Building Co., Ld	150,000 6,000	\$1. \$50		\$84, sellers \$32, sellers			
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50				
West Point Building Co., Limited	12,500	<b>\$</b> 50	\$50	₹39½, buyers			
SociétéFrançaise desCuarb'ges du Tonkin							
Raub Australian Gold MiningCo., Ld	16,000	Fes. 250	all	5700, buyers			
	200,000 25,000	£1 \$10	£1 ]	571, buyers 514, sellers			
eak Tramways Co., Limited	50,000		81 2	\$12, sales			
hilippine Co., Limited	75,000	\$10	\$10	\$10, buyers			
EFINERIES.—		2100	11	\$167 mile-			
China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited	20,000 7,000	\$100 \$100	all all	\$167, sellers \$26, sellers			
	-		\$50	\$50, sellers			
obinson Piano Co., Limited	4,000	<b>\$</b> 50	👯	Ann agnera			
China and Manila Steamship Co., Ld	30,000	\$25	<b>\$</b> 25	\$7, sellers			
Douglas Steamship Co., Limited	20,000	\$50	all	\$28, sellers			
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	\$15	\$15	\$32½, sellers			
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	ull - ]	65, sel. { L'don £6.			
Shell Transport & Trading Co., Limited.	2,000,000	#1	£1	97/- buyers			
Star Ferry Company, Limited \	10,000	\$10	\$10 \$5	\$24, sellers			
outh China Morning Post, Limited	10,000	\$10 \$25	<b>\$5</b> <b>\$2</b> 5	\$13, sellers \$26, sal. & buy.			
team Laundry Company, Limited	6,000 20,000	\$5	\$5	\$5½.			
TOBES AND DISPENSARIES.—		· . · -	.,	- <del>-</del>			
Campbell, Moore & Co., Limited	1,200	\$10		\$10. \$2½, sellers			
Wm. Powell, Limited Watkins, Limited	15,000 10,000	\$7 \$10	\$7 \$10	23. sellers			
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, buyors			
Weissmann, Limited	3,000	\$10.	\$10	\$12.			
Inited Asbestos Oriental Agency, Limited,	9,900 ordy,	\$10	84 810	\$113, sellers \$300.			
Inion Waterhoat Co., Limited	100 fders 50,000	\$10 \$10	\$10 \$10	\$7.			
CUBBERS.—	30,000	720		1.			
Allagars	_	_	<del></del> . ;	6/9 27/6			
Angle-Maleys Balgownies		<u></u>		\$17 (Ste.)			
		<del></del>		111/3			
Batu Tigas	·		1 - '				
Batu Tigas Bukit Kajangs Castlefields, fully paid				63/6 125/-			

# Orenstein

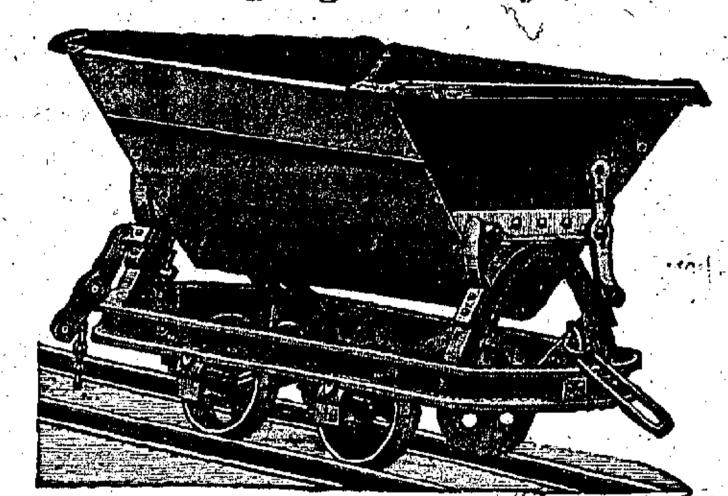
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